

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 8th, 2022**

CALL TO ORDER

Stephanie Halford, Chairman, called the June 8th, 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 member(s) were present: Wayne Zacher, NDDOT-Local Planning. Via Zoom: Ryan Brooks, Grand Forks Planning; David Kuharenko, Grand Forks Engineering; George Palo, NDDOT-Local District; Nancy Ellis, East Grand Forks Planning; Steve Emery, East Grand Forks Engineer; Rich Sanders, Polk County Engineer; Dale Bergman, Cities Area Transit; Jon Mason, MnDOT-District 2; and Ryan Riesinger, Airport Authority.

Absent: Brad Bail, Jason Peterson, Jane Williams, Michael Johnson, Lane Magnuson, Nels Christianson, Nick West, and Patrick Hopkins.

Guest(s) present: Patrick Weidemann, MnDOT; Anna Pierce, MnDOT-Central Office; and Barry Wilfarht, Chamber.

Staff: Stephanie Halford, GF/EGF MPO Executive Director; Teri Kouba, GF/EGF MPO Senior Planner; and Peggy McNelis, GF/EGF MPO Office Manager.

DETERMINATION OF A QUORUM

Halford declared a quorum was present.

MATTER OF APPROVAL OF THE MAY 11, 2022, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE THE MAY 11TH, 2022 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

MATTER OF APPROVAL OF FY2022-2025 T.I.P. AMENDMENT

Kouba reported that we were informed that the Railroad will be doing some improvements at the crossing near Merrifield. She said that she isn't sure what improvements are planned at this time, but they have received federal funding. She added that the Railroad will provide the local share.

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Kouba stated that we did advertise for a public hearing at today's meeting so she will now open the public hearing.

There was no one present for discussion, nor were any comments received either orally or in writing by the noon deadline. Kouba closed the public hearing.

Zacher reported that it is his understanding that the Railroad is planning on replacing the existing crossing. He said that he was given the cost and a price per lineal foot, and based on that he assumes it is just replacement of the crossing.

Ellis asked if anyone knows how long this project will take, is there a timeline. Zacher responded that he did not receive a timeline on it; basically, his understanding of the way it works is that the Railroad just goes out and does it and then they get reimbursed. He added that it is also his understanding that that is how these types of projects work. Ellis asked if they will notify us when it is closed and when the project is completed. Kouba responded that they probably won't. Sanders commented that the Railroad will notify Nick West, Grand Forks County Engineer when they will close it and it typically takes four days.

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2022-2025 T.I.P. AMENDMENT 4, AS PRESENTED.

Voting Aye: Brooks, Palo, Ellis, Emery, Mason, Zacher, Kuharenko, Sanders, and Bergman.

Voting Nay: None.

Abstaining: None.

Absent: Bail, Peterson, Johnson, Christianson, Hopkins, Williams, Riesinger, West, and Magnuson.

MATTER OF PROGRAMMING UPDATE WORK GROUP

Kouba reported that Patrick Weidemann, MnDOT is present today to give us a better understanding of what the Programming Update Work Group is and what information they are looking to get from us.

Weidemann said that he is the Director of Capital Planning and Programming for the Minnesota Department of Transportation and one of his functional areas that he focuses on is that as they develop how they are going to program into the future, their STIPS and etc., they develop guidance and various things through their leadership. He explained that the Programming Update Work Group has been around in MnDOT now for the better part of twenty years; it is a group made up mostly of MnDOT folks as well as transportation partners, so cities, counties, the MPO's have representation on there, RDC's have representation, and the idea is that this group works together to make recommendations to their leadership in the department regarding how to approach programming. He said that this group gets very active when Transportation Acts are passed, and in this case they are dealing with the Infrastructure Investment, IIA, and they have

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been working through a couple of items, one in particular that is probably a center point for funding is what is called the STBG (Surface Transportation Block Grant) program.

Weidemann explained that the STBG is basically what, in Minnesota, they use to provide funding to their ATPs, as well as some of the districts for Non-NHS roadway work. He said that they have been working through the IJA, and there will be some increase in funding, so they have been working through quite a few elements, but they need to look at some of the policy elements and make some decisions, so he is going to walk through the presentation he has today, although he will pass over quite a few of the slides quickly. He explained that this is a presentation he gave to the Programming Update Work Group, but there is a specific component on here that he believes is what probably got your attention, which has to do with sub-allocation to small MPOs.

Weidemann reported that their STBG funding comes to them in two buckets; it comes by population across the State and in a Statewide as a whole bucket. He commented that the population bucket is very distinct, there are groups of population and money is to be spent in those population areas, so it is restricted in that sense. He said that the Statewide bucket can be spent anywhere, and it doesn't have those same types of limitations.

Weidemann commented that before IJA there were three population buckets, sub-buckets if you will, that the funding came into; the first was areas of less than 5,000 population, the second was 5,000 to 200,000, and the third was greater than 200,000 and then IJA came along kind of broke that middle 5,000 to 200,000 into two groups, with 5,000 to 50,000 and 50,000 to 200,000, so in essence it broke apart the small cities or towns across the State from areas that have MPOs, like the GF-EGF MPO. He said, though, that there was also some clarification policy language that came along with those splits, and IJA clarified the requirement for project consultation with MPOs and population areas between 50,000 and 200,000; so what does that mean, in areas over 200,000, such as the Metro Twin Cities, there is a direct pass-through federal allocation amount to the Metro Twin Cities, they actually get that federal amount to program as the MPO, but that is for coordination, and for those communities that are over 200,000 that still continues, but there is no requirement to do that for 50,000 to 200,000; States can choose to do that if they want, but it isn't required by FHWA. He said that the only requirement is that when the IJA Act is done we need to show that we spent the amount of money we have for the 50,000 to 200,000, we can spend it all in one community for the whole life of the bill, as long as we spent it in that population range.

Weidemann referred to the Small MPO Areas Funding Estimate if Sub-targeted table and explained that it is a chart that they developed in their office to kind of give folks a sense that if we were to take that 50,000 to 200,000 and divide it out by the small MPOs, how much would each MPO get. He said to focus your attention on the STBG Regular column, and you will see that for GF-EGF it is \$171,000 a year, and \$19,000 in STBG. He said that was part of the conversation they had during a meeting recently and it was pretty consistent for all the MPOs that when they looked at that number they said, wait a minute, we currently get a lot more going through MnDOT's ATP process than this, and the simple answer is that that is probably correct, if we went to a sub-allocation \$171,000, and that isn't going to buy very much, so you would have

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to build up several years before you would be able to do a decent projects, and a lot of the MPOs quickly realized that that would include MnDOT funds and you could use some of that money from MnDOT but MnDOT may not choose to put a project in there, so there became a quick sense from the PUW that the reality is that there wasn't a lot of desire across their members of the PUW to go to sub-allocations for the small MPOs, and so they came to a consensus at the meeting that, taking back out, is that they will continue their past practice, or recommend their past practice to their leadership that the small MPOs work within the local ATPs for programming of projects, but the MPO still has the ability to limit what projects get programmed in the MPO area, that is part of the planning process, but in terms of actual sub-allocation the recommendation right now is that we not do that, and that is kind of the crux of what the PUW was discussing at their last meeting.

Weidemann commented that the rest of the presentation is related to other issues that are not all that critical for the MPO; they have to do a lot with the census information, which they recently just learned isn't going to be ready for them into their next STIP cycle anyway, so he believes that that isn't even going to be an issue going forward, at least not at the present.

Kouba stated that she thinks that from the MPOs point of view, we are just kind of wondering how often does your group meet. She said that at the MPO Executive Director's meetings there are some updates given but is there a way to get more direct updates as to when these meetings happen. Weidemann responded that because they are working through a bunch of issues right now, they are meeting on a monthly basis, and there are two greater Minnesota representatives, they are Ron Chica and Brian Law, and one of the things they are supposed to do is after the meeting they are supposed to reach out to all of you and kind of lay out exactly what they are going to be doing and what the recommendation is that they are looking to take forward.

Weidemann stated that another thing is that they kind of reorganized the PUW recently, and he made a big stance that he wanted each of the District Planning Directors to be on the PUW so Jon Mason is a member of the PUW and he has the same ability to bring that information to the MPO, as a check-in, so he would encourage you to, if you aren't feeling that you are getting quite as much information as you should reach out and have Mr. Mason give you a regular update, it may be something you have as a standing agenda item for a while. Mason commented that he is comfortable giving an update at the Technical Advisory Committee meetings about things that happened at the previous PUW meeting. Ellis said that she would appreciate hearing more about that. Kouba said that she doesn't see that as being a problem, and they will make sure that Mr. Mason gets information of when we need anything from you for our Technical Advisory Committee meetings. Weidemann said that if you have any questions run them through Mr. Mason, and if you want him to come back, he would be happy to do so to explain the rationale on what some of the basics are.

MATTER OF NDDOT AND MNDOT PERFORMANCE MEASURES

Kouba reported that this is just an informational item. She explained that both the Minnesota DOT and the North Dakota DOT have presented performance measures that they are working on currently. She said that once they have set their targets, then the MPO will have 180 days to do

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their targets; those 180 days tend to focus on when North Dakota have their targets set, so when Minnesota has their targets set they will let us know but we will have to wait for North Dakota to set their targets as well before we can move forward with setting any new targets, but we wanted to make sure that you are informed of what is happening and to be aware of where Minnesota and North Dakota are at with their targets.

Kouba commented that most of the time during this process you will hear about PM1 and PM2 and PM3; those are generally the sections that are referred to for various things. She explained that PM1 are the Safety Performance Targets and both Minnesota and North Dakota have presented targets for that. She said that Minnesota is the only one that has presented targets for PM2, which is Pavement and Bridge Condition Performance Measure Targets, and PM3 is Reliability Performance Measures, and only Minnesota has presented those as well.

Kouba referred to information in the packet and commented that she would begin with the Minnesota targets. She explained that for Safety they have their proposed targets, and these are Statewide, and they are things they are looking at, and they are also looking at the likelihood due to the imbalance with 2020 and 2021 being kind of odd years for traffic fatalities and serious injuries, so that is why they are presenting these with the thought that they won't be able to meet the targets they set, but over the next few years they feel they will be able to meet them a little bit better, especially in the safety area. She added that these are looked at every year for both Minnesota and North Dakota.

Kouba said that for Minnesota she put in their next steps for the safety targets, and we should be hearing from them sometime in February and we will have to submit targets according to their schedule, but we haven't received a full schedule from North Dakota just yet.

Kouba commented that for PM2 and PM3 for Minnesota, it is on a four-year basis with a mid-point of reevaluation, so we are looking at new targets for 2025 and the reporting years would be 2024 and 2026. She stated that Minnesota likes to keep them the same for both the two-year and the four-year, and this is just the Interstate and given poor condition and then the non-interstate NHS system, so that is generally your highways as well as your principal arterials that are going to be on the NHS system.

Kouba stated that for the bridge condition we show either good or poor condition percentages on the NHS, so anything off the NHS system would not be considered in these percentages. She pointed out that it shows that they are at 30% after two years and 35% after four years of good condition and then 4% for both those times.

Kouba said that for the PM3, Reliability, which is basically what you are expecting a trip to be is going to be at timeframe of getting from Point A to Point B type of thing. She stated that they are looking at Interstate and Non-Interstate reliability, as well as freight reliability. She said that they are looking at the interstates across the State, however East Grand Forks doesn't have an interstate, only Grand Forks does, so that is one of the reasons why our MPO only has Interstate Reliability for one target, and it is mostly focused on the Grand Forks side.

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Kouba stated that the Non-Interstate NHS will have two different targets as well, but they are looking at 90% across the board with a 1.4 Reliability for freight.

Kouba commented that MnDOT is looking at having their targets finalized in October, and then we will have to look at where NDDOT is at with all the PM2 and PM3 targets. She added that for North Dakota we have received just the PM1 targets, and their safety performance measures.

Kouba referred to the NDDOT Safety Performance Measure (PM1) Targets table and pointed out that it shows the fatality rate, serious injury rate, and serious injury rate as well as the non-motorized rate. She stated that the first three of these that are part of the reason why they are getting done is because the State Safety Plan adopts these as well, and the Department of Public Safety also sets these targets, and they have to be the same.

Kuharenko commented that the targets that we have are all well and good, but do we have any idea as to where we are at currently in regard to these targets, because it is good to know the target area but it is also beneficial to know where we are at in regard to these targets; and he saw on one of the earlier slides, on the Minnesota side, that there are a couple of them we're not likely to achieve and there are a couple other ones that we are likely to achieve, so trying to get an idea on as to how close we are to some of these, how far away are we from some of these. Kouba responded that in our past whenever we reviewed for these we have reviewed where we have been, and in the past our MPO area has always been within our targets that we've set, and that might not be for Minnesota, it is a little different because it is a Statewide Target, it is one of the reasons why some of those targets that we've discussed in the past have been more focused on a local level and what information we have to be able to set those targets because there is such a difference, especially with safety, we have not necessarily chosen to follow the State Targets, we have set our own targets, and then when we are talking about some of the conditions and reliabilities we have done kind a combination of following both the Minnesota targets and the North Dakota targets, as well as setting our own.

Kouba stated that as we get into the setup process, we will present our own MPO targets, and where we are sitting with them.

**MATTER OF SOLICITATION OF PROJECT APPLICATIONS FOR THE FY2024-2025
ND TA (TRANSPORTATION ALTERNATIVES) PROGRAM**

Halford reported that we have had this before, so a lot of us are familiar with it. She explained that it is for years 2024 and 2025, so a few things to keep in mind when looking at this application, and if you are interested in filling one out, is that it needs Grand Forks City Council approval before you submit to the MPO by July 27th, 2022.

Halford stated that TA funding is basically still the 80/20 split, the 20 being the local or sponsor match, and it doesn't cover things like planning, engineering, buying right-of-way, utilities or things like that, but something different this year is that there is no longer a capped amount, and you will be notified in the fall of the status of your application.

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Halford said that, again, this is just really informational, and she is open to have discussions on any ideas of possible applications you want to submit or if you have any questions.

Kuharenko stated that last fall they ended up submitting an application for a shared use path on South 48th Street from 22nd to 32nd Avenue South. He said that one of the conversations that he had on this was that the solicitation that happened last fall ended up being thrown out, so it would mean resubmitting it, and since the caps have been removed they are looking at probably a larger project, but they still have to run it through their City Council, and will probably try getting it through their June 27th Committee of the Whole and July 5th City Council, so they are kind of waiting until things get completed here with the upcoming election, so that way they can get it to the MPO hopefully before the July meeting if possible.

Kuharenko commented that they would be looking at changing it up from what they applied for last fall and are looking at submitting for a shared use path on South 48th Street; instead of going from 22nd to 32nd they would be looking at redoing the entire gravel path, which is from 17th to 32nd, so it is a bit larger of a project, it also impacts on a number of businesses in this area including the ACME Tool Distribution Center, the FedEx Building, as well as LM Windpower, so they are hoping to see if they can get some letters of support from those businesses for the project that they would include with the application. Halford asked if there was anything the MPO could do to help them with in the meantime. Kuharenko responded that right now they are just trying to get a few things together, so not at this time.

MATTER OF BRIDGE UPDATE

Halford reported that this agenda item actually came forward as a request from the MPO Executive Policy Board in May. She explained that they asked staff to include this as a standing agenda item moving forward, with no end date, and it is basically just to keep the discussion open and everyone on the same page on what they are hearing, what they have been involved with, so as of now she just has what the MPO has been involved with and what we are looking at being part of, and then we can definitely open it up to anyone else that wants to add to the conversation.

Halford stated that as of now we are planning on a Joint Council meeting on July 11th. She added that the MPO has been asked to give an update on the study, like a 10 or 15-minute update. She said that they also asked what the next steps would be moving forward, it doesn't have to be a whole checklist, item by item, but they kind of want to know a direction of at least what the next step or two or three, as much as we can provide, of what we do next.

Halford commented that East Grand Forks has sent out an RFP that is due June 30th, and we have also been asked to represent and be part of the Selection Committee, so she will be part of that conversation.

Halford stated that that what she knows at this time, and she would open it up for any questions or any comments anyone may have.

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Sanders asked what East Grand Forks' RFP involve. Halford responded that that information is included in the staff report as an attachment. She asked if there was something on that that Mr. Sanders had a question on or do you just want a copy. Sanders responded that he would just look through the staff report. Halford stated that if you see anything you have a question on you are more than welcome to reach out to her or to David Murphy.

Halford reported that they will be doing the same thing at the MPO Executive Policy Board as well so this will be a standing item on both the Technical Advisory Committee and the MPO Executive Policy Board's agendas.

Emery commented that, so everyone is aware, as Mr. Murphy is putting together the RFP he had Todd Feland do a review and provide input on it, so the City of Grand Forks has been involved in the process too. Halford stated that Mr. Murphy did tell her, and maybe Mr. Kuharenko can confirm, that Al Grasser will be sitting on that Selection Committee to so there will be representation from the Grand Forks side as well. Kuharenko responded that he did hear that as well. Halford asked if Mr. Emery knew who else was going to be on that Selection Committee. Emery responded that as far as he knows it will be David Murphy, Jason Stordahl, Al Grasser, and two council members. Ellis added that Clarence Vetter is on, and maybe Todd Feland. Halford stated that as it we get closer to the date, more details will be shared.

UPDATES

A. 2021/2022 Annual Work Program Project Update

Kouba referred to the Unified Work Program Project update included in the packet and reported that, as you know we just finished up the Land Use Plan and are just waiting for Resolutions so that we can get the document printed and close out the item.

- 1) Transit Development Plan – Kouba reported that they had a Human Service Organization meeting to get their input on priorities, as well to focus on improving communication and reviewing a survey that UND had done along with some writers to gather input. She stated that they have set up a driver's meeting as well so we are hopefully getting to the point of finishing up that project soon and get a document completed in the next few months.
- 2) Bike and Pedestrian Plan – Kouba reported that they are just starting to roll things out, and they have an Open House scheduled for June 15th from 5:00 to 7:30 in the East Grand Forks City Hall Rotunda. She said that they are asking for feedback on Vision and Goals, as well as where people are walking and biking, so they will hopefully have more information on that at your next meeting.
- 3) Street and Highway Plan – Kouba reported that they just started this project, and had a meeting to discuss what information needs to be received from

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whom and hopefully we will be able to talk to more people for information and will set up a meeting in July.

- 4) Pavement Management – Kouba reported that there the PCI Data has been delivered and distributed to each of the Cities so hopefully you are getting back to Tony about any changes that might be needed and working on the policy settings and unit costs so that we can finish up this project as well

Emery asked who received this information for East Grand Forks. Kouba responded that Jason Stordahl did. Kuharenko verified that he received the information from Tony on the raw data. He added that it has been a while since he was on ICON, and the last time he was on he didn't see the data uploaded so that may have changed, but he believes that have gone through and updated the policy information and the costs a couple of weeks ago.

Kouba stated that they are finishing up the processing, the last of the ride quality, so hopefully that will be added to the data base soon.

B. Agency Updates

1) GF-EGF MPO

- a. AMPO Conference – Halford reported that Ms. Kouba and herself are planning on attending the AMPO Conference down in the Cities at the end of October and you are more than welcome to join us, there is more room in the car if anyone would like to join us.
- b. 2023-2024 Unified Planning Work Program – Halford reported that it is getting to that time of year when we need to start looking at our Unified Planning Work Program, as well as budgeting, so we will be getting into full swing of that coming up.
- c. MPO Mid-Year Review – Halford reported that we also have our MPO Mid-Year Review coming up at the end of the month. She added that we also were the lucky drawers of a Title VI Audit as well.

Halford summarized that those are just some of the things that are happening in our world coming up and we will definitely be giving updates on that as we move forward. She stated that she hopes, and this will be another standing item, having other agencies give updates and fill us in on projects that they are working on to kind of keep us all more in the loop of what everyone is up to, so she would like to open it up for anyone that would like to share with the group.

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2) OTHER AGENCIES

- a. NDDOT Update – Zacher reported that it sounds like the NDDOT have a Draft S.T.I.P. meeting with management on Monday the 13th, so you should have at least your draft project lists shortly thereafter for the development of your Draft T.I.P.
- b. Grand Forks Engineering Update – Kuharenko reported that they did get word that it looks like their HSIP project that they put through last fall to lengthen that southbound left turn lane at Washington and 28th went through, they got an email on that on Monday. He said that he thinks Ms. Halford was in on that email as well when that initially went through, as was Mr. Zacher. He stated that he doesn't know if we need to do a T.I.P. amendment on that or if we can just wait for the upcoming cycle because it is a FY2026 project, so it isn't like it is coming up right away. He said that other than that they will be working on getting grant applications together and requests together and he has already been working with local district picking their brains on potential HSIP projects and other upcoming regional and urban projects.
- c. MnDOT Update – Pierce reported that she will shamelessly plug that MnDOT has a number of planner positions open right now so if you know of anyone, please let them know to apply. She said that Jon Mason is hiring at someone at District 2 and then they have a couple NCO and for a variety of levels. She stated that also then for MnSHIP; they have coordinated with Stephanie and Teri to provide a MnSHIP (Minnesota State Highway Investment Plan) update to this group and the Executive Policy Board in August so that will be coming your way. She said that the Statewide Multi-Modal Transportation Plan is getting wrapped up and will be going out hopefully for public comment in early July for a 45 to 60 day comment period, she isn't sure what they settled on. She added that the Transportation Access Management Plan is going through an internal review and will be wrapped up in July and then they have the Rail Plan that is getting kicked off so you will start to hear more about it at the end of the year. She reported that they aren't having a Minnesota MPO Summer Workshop this year, so she would encourage you to consider going to AMPO instead.
- d. MnDOT District 2 Update – Mason reported that has a couple of updates from MnDOT District 2. He said that they are coordinating with Stephanie, Teri, and Steve on this, but MnDOT has an upcoming Highway 2B project, that essentially starts from the DeMers Intersection and goes out to Highway 2. He stated that it is planned in 2028 of their Capital Highway Investment Plan so it is a little way out there; one of their early field data collection and early engagement

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strategies for active transportation is to do these drone walks, so a group within their Traffic Engineering Office has already actually been on site and collected some drone footage to kind of host a meeting on July 12th where MnDOT Staff is inviting local participation, so they are trying to get the word out if anybody wants to attend that on July 12th from 9:00 a.m. to 11:00 a.m. He said that they will be meeting virtually and viewing the drone footage and talking about existing conditions and getting a little bit into the opportunities, not quite identifying strategies, to fully implement that piece of it, but really trying to get at identifying existing conditions, things that we see visually on the ground as well as perspectives typically used as perspectives, so if you are interested in that please let him know, and feel free to forward the invite to anyone else you think might be interested. He reported that the other update he was thinking about is that MnDOT just recently announced that it is conducting another Transportation Economic Development Funding solicitation. He said that there is approximately \$2 million dollars available during this solicitation for construction projects that will take place in FY2023 and 2024. He stated that those types of improvements are for Trunk Highway Projects typically related to making trunk highway improvements and improving economic development. He stated that he thinks the MPO has a copy of that announcement, but if you are interested in any more information please feel free to reach out to him or the person in MnDOT's Saint Paul Office that is conducting this solicitation. Emery asked if the project on Highway 2B, is that pretty much a mill and overlay and ADA improvements or what is the scope of work. Mason responded that they know that ADA will be a portion of the scope of work, but the scope of work hasn't been set yet, this is kind of one of those elements that they are using to influence the scope of work.

- e. NDDOT-Grand Forks Local District – Palo reported that 32nd Avenue South, the intersection at 34th, there is a change order that will be starting in the middle of June to help complete the safety aspect of the 32nd plan from last year. He stated that the contractor will be getting plans together to start in the middle of June and hopes to be done by the end of July. He added that another one that will be kicked off towards the end of the month is the Skyway over the BNSF tracks, the deck repair and the railroad repair on that site.
- f. East Grand Forks Engineering Update – Emery said that he doesn't have an update but he does have one question; on the Unified Work Program, for the Street and Highway Plan you are showing a completion date of February 29th of 2024, wasn't it October 1st of 2023. Kouba responded that the project completion date for the contract is in 2024. She explained that we will adopt it in 2023, but they will still

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need to clear up a few things cleared up, especially because it has to be presented to FHwy and NDDOT in January, so there will be several things that will extend the contract into 2024 but the hard deadline is to have the adoption done by both the cities of Grand Forks and East Grand Forks by or before December of 2023. Emery said then that the final Draft of the Report is still due October 1st of 2023. Kouba responded that that is correct.

ADJOURNMENT

***MOVED BY BROOKS, SECONDED BY ELLIS, TO ADJOURN THE JUNE 8TH, 2022
MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:27 P.M.***

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager