

**PROCEEDINGS OF THE EXECUTIVE POLICY BOARD  
OF THE GRAND FORKS/EAST GRAND FORKS  
METROPOLITAN PLANNING ORGANIZATION  
Thursday, December 15, 2022 - 12:00 Noon  
East Grand Forks Training Conference Room/Zoom Meeting**

**CALL TO ORDER**

Warren Strandell, Chairperson, called the December 15<sup>th</sup>, 2022, meeting of the MPO Executive Policy Board to order at 12:04 p.m.

**CALL OF ROLL**

On a Call of Roll the following members were present: Warren Strandell, Marc DeMers, Tricia Lunski, Mike Powers, Clarence Vetter, Ken Vein, and Al Grasser.

Absent: Bob Rost.

Guest(s) present: Tom Ford, Grand Forks County Planning.

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

**DETERMINATION OF A QUORUM**

Strandell declared a quorum was present.

**MATTER OF APPROVAL OF THE NOVEMBER 16<sup>TH</sup>, 2022 MINUTES OF THE MPO EXECUTIVE POLICY BOARD**

***MOVED BY DEMERS, SECONDED BY VETTER, TO APPROVE THE NOVEMBER 16<sup>TH</sup>, 2022, MINUTES OF THE MPO EXECUTIVE POLICY BOARD, AS PRESENTED.***

***MOTION CARRIED UNANIMOUSLY.***

**MATTER OF APPROVAL OF NOVEMBER 12, 2022 TO DECEMBER 9<sup>TH</sup>, 2023 BILLS/CHECKS**

***MOVED BY VETTER, SECONDED BY DEMERS, TO APPROVE NOVEMBER 12, 2022 TO DECEMBER 9<sup>TH</sup>, 2023 BILLS/CHECKS, AS PRESENTED.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Rost.***

**MATTER OF APPROVAL OF HOLIDAY BONUS HOURS**

***MOVED BY VETTER, SECONDED BY DEMERS, TO APPROVE THE FOUR-HOUR HOLIDAY BONUS, AS PRESENTED.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.  
Voting Nay: None.  
Abstain: None.  
Absent: Rost.***

**MATTER OF APPROVAL OF FY2023 MINNESOTA STATE PLANNING AGREEMENTS**

Halford reported that this is the annual agreement we have with the State of Minnesota for our planning funds.

***MOVED BY DEMERS, SECONDED BY VETTER, TO APPROVE AUTHORIZING THE MPO EXECUTIVE POLICY BOARD CHAIRMAN AND EXECUTIVE DIRECTOR TO EXECUTE THE ANNUAL MNDOT STATE PLANNING AGREEMENTS FOR FISCAL YEAR 2023, AS PRESENTED.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.  
Voting Nay: None.  
Abstain: None.  
Absent: Rost.***

**MATTER OF APPROVAL OF FY2023-2024 NORTH DAKOTA STATE PLANNING AGREEMENT**

Halford reported that, again, just as with our last item this is a two-year agreement, we enter into with the State of North Dakota for our planning funds.

***MOVED BY VEIN, SECONDED BY GRASSER, TO APPROVE AUTHORIZING THE MPO EXECUTIVE POLICY BOARD CHAIRMAN AND EXECUTIVE DIRECTOR TO EXECUTE THE NDDOT STATE PLANNING AGREEMENT FOR FISCAL YEARS 2023 AND 2024, SUBJECT TO NDDOT APPROVAL OF THE FY2023-2024 UNIFIED PLANNING WORK PROGRAM.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.  
Voting Nay: None.  
Abstain: None.  
Absent: Rost.***

**MATTER OF APPROVAL OF OFFICE RENTAL AGREEMENT WITH THE CITY OF EAST GRAND FORKS**

Halford reported that the rental fees increased by 8% in this agreement. She explained that because we hadn't seen an increase in a couple of years, this larger than normal increase just gets our rental rates up to the current market rate for rental costs.

***MOVED BY DEMERS, SECONDED BY GRASSER, TO APPROVE THE 2023-2024 LEASE AGREEMENT WITH THE CITY OF EAST GRAND FORKS, AS PRESENTED.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Rost.***

**MATTER OF FINAL APPROVAL OF THE UPDATE TO THE TRANSIT DEVELOPMENT PLAN**

Kouba reported that the Technical Advisory Committee did recommend approval of the Final Transit Development Plan at their meeting yesterday, subject to approval from the City of Grand Forks at their meeting next week.

Kouba stated that there haven't been any changes made since it was last presented, and it was approved by the East Grand Forks City Council and both Planning and Zoning Commissions, so staff is recommending approval subject to Grand Forks City Council approval.

***MOVED BY DEMERS, SECONDED BY LUNSKI, TO APPROVE THE FINAL 2022 TRANSIT DEVELOPMENT PLAN, AS PRESENTED, SUBJECT TO GRAND FORKS CITY COUNCIL APPROVAL.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Rost.***

**MATTER OF FINAL APPROVAL OF THE 2023-2024 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Halford reported that there were a few changes made to the Final 2023-2024 Unified Planning Work Program (UPWP). She explained that we are moving the Aerial Imagery back from 2024 to 2023 as the City of Grand Forks would like it done every two years instead of every three years as our community is growing pretty fast, so that will be changed. She stated that another change is the removal of the draft NDDOT contract and some assurances from the document as well.

***MOVED BY DEMERS, SECONDED BY LUNSKI, TO APPROVE THE 2023-2024 UNIFIED PLANNING WORK PROGRAM, SUBJECT TO INCLUSION OF AMENDMENTS, AS DISCUSSED.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.***  
***Voting Nay: None.***  
***Abstain: None.***  
***Absent: Rost.***

**MATTER OF APPROVAL OF THE 5310 GRANT APPLICATION**

Halford reported that this focuses on funding for the Elderly and Disabled. She said that Cities Area Transit is looking at a funding request for \$67,184.00 for a Mobility Manager that serves as the Regional Transit Coordinator. She explained that we have had this in the past several years and the responsibility for them is planning, marketing, education and outreach for the transit, so it will be federal funding at \$67,184.00, but there would be a local share of \$16, 797.00 as well that will be paid out of the Grand Forks Public Transportation budget.

Halford stated that both Grand Forks and East Grand Forks City Councils have seen this and approved it.

***MOVED BY VETTER, SECONDED BY DEMERS, TO APPROVE THE CITIES AREA TRANSIT (CAT) 5310 GRANT APPLICATION AND GIVE IT PRIORITY RANKING.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.***  
***Voting Nay: None.***  
***Abstain: None.***  
***Absent: Rost.***

**MATTER OF APPROVAL OF THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

Halford reported that the Highway Safety Improvement Program, or HSIP, is a federal aid program. She said that the City of Grand Forks is proposing to submit an application at the location of US2, also known as Gateway Drive and North Columbia Road for improvements to the intersection. She stated that the project would shift the south leg of the intersection from where the alignment shifts approximately 275-feet south. She explained that there have been a lot of complaints about safety concerns at this intersection.

Halford stated that this was presented to their City Council, and they did approve that it be moved forward.

***MOVED BY VEIN, SECONDED BY GRASSER, TO APPROVE THE CITY OF GRAND FORKS HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION AND GIVE IT PRIORITY RANKING.***

*Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.*  
*Voting Nay: None.*  
*Abstain: None.*  
*Absent: Rost.*

**MATTER OF APPROVAL OF THE 2023-2026 T.I.P. AMENDMENTS**

Halford reported that we have adopted the 2023-2026 T.I.P., and as we know things don't always follow the plan, so we have to periodically do amendments, that can be due to budgets, timelines, etc., so to try to make things a bit easier she made a few changes to how we share these amendments with you.

Halford referred to the staff report and went over the proposed amendments briefly.

Halford stated that the first bullet point talks about updating the 5339 Bus and Bus Facility Competitive Grant. She pointed out that the first section of the table shows the current project listing, and the second one shows the proposed project listing, so it really is just changing some budget lines. She commented that this one is actually less than a 25% change and if it is less than a 25% change it can be made administratively, but she thought that since they were already bringing other amendments forward that she would just include it, so the Board is aware of what is going on, so this is just a change in funding.

Halford said that the next amendment is a new project for the City of Grand Forks for the Urban Grant Program for 2024. She explained that it is located at South 5<sup>th</sup> Street and Belmont, or what is commonly referred to as "confusion corner", and it is to put in a roundabout.

Halford stated that the next amendment is to remove the Rhinehart/Bygland Roundabout and put some other projects in its place.

Halford said that the next amendment is to update the FTA 5307 project to change the cost of the project. She stated that, again, it could have been done administratively, but she just wanted to include it to keep you in the loop.

Halford commented that the next amendment is for a capital purchase. She said that it is a new project for equipment that CAT would be purchasing.

Halford stated that the last amendment is for some carry-over funding from 2022 to 2023.

Vetter asked if they really are going to put in a roundabout at the intersection of 5<sup>th</sup> Street and Belmont. Halford responded they were. DeMers said that it is in 2024 but can you start it in 2023, or what is the plan to do it. Grasser responded that they would start project development in 2023 and will do construction in 2024.

Lunski said she is curious as to what the hopes are for that corner because it seems like now it is to get traffic through as fast as possible, but it is two blocks away from the school, so with the

roundabout would pedestrians still have to cross before the roundabout. Grasser responded that it will be pretty much like a standard roundabout. He said that the MPO has studied this a number of times in the past and if you look at a couple of different alternatives, it seems like they always go back to the roundabout concept. He added that they have actually been working with the property owners. He said that the problem with a roundabout primarily has been with the gas station, where they have their driveways and such, it just didn't work, but they have been working with that property owner for the last several years, and we have been able to mutually get some of the driveways adjusted to a point where they feel the roundabout can work, maybe not as perfect as they would normally set up on paper, but he thinks that they have a little tweaking to do but he is optimistic that they can move forward with the property owner. He stated that after that what will happen with the roundabout is that they will take the wide streets and narrow them with a narrower road for the roundabout. He said that it would mean the pedestrians would then have to cross a narrower crossing and then there is an island in the center for them to get halfway across, but they won't have to cross as much pavement as they do now, because that is a very important component, there is a lot of cross traffic between the Mission and the Station store.

Grasser added that there are a couple of other options in there that were somewhat attractive, but there are so many intersecting streets there that they just can't make the geometry; if they closed off one of the streets there would be some other options they could look at, but nobody likes to close off any accesses, so long story short, the roundabout ended up being the best alternative.

***MOVED BY VETTER, SECONDED BY LUNSKI, TO APPROVE THE 2023-2026 T.I.P. AMENDMENTS, AS PRESENTED.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Rost.***

**MATTER OF APPROVAL OF THE CITIES AREA TRANSIT (CAT) PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)**

Halford reported that this is another transit item. She stated that the Cities Area Transit Public Transportation Agency Safety Plan, or also known as PTASP, is an element of the agency's responsibility for establishing the safety policies, identifying hazards, controlling risks and for setting goals and planning. She added that all transit agencies are to have this in place by the end of the year.

Halford stated that the goal is to increase safety and to implement the four components of SMS; the Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion.

Halford said that both City Councils have seen this and have given approval to move it forward.

***MOVED BY DEMERS, SECONDED BY VETTER, TO APPROVE THE CITIES AREA TRANSIT (CAT) PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP), AS PRESENTED.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Rost, Vetter, and Grasser.***  
***Voting Nay: None.***  
***Abstain: None.***  
***Absent: None.***

**MATTER OF APPROVAL OF THE CITIES AREA TRANSIT (CAT) TRANSIT ASSET MANAGEMENT PLAN (TAMS)**

Halford reported that this is the Transit Asset Management Plan, also known as TAMS, was created in compliance with the National Transit Asset Management System final rule so basically it is taking care of the agency's capital assets.

Halford stated that the goal is to basically support safe, clean, reliable, high quality transit services by making sure we are maximizing the financial component of it. She added that CAT's mission is to provide safe, clean, reliable vehicles effectively and efficiently for use by its customers and operators, and to maintain transit vehicles, facilities, and equipment in such condition as to operate at a full level of performance.

Halford said that CAT does own and maintain \$17,734,546 of capital assets, so this is basically a plan to keep everything in working order and to maintain a rotation schedule to replace what needs to be replaced.

Halford stated that both City Councils have seen this plan and have approved it.

***MOVED BY DEMERS, SECONDED BY LUNSKI, TO APPROVE THE CITIES AREA TRANSIT (CAT) TRANSIT ASSET MANAGEMENT PLAN (TAMS), AS PRESENTED.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Rost, Vetter, and Grasser.***  
***Voting Nay: None.***  
***Abstain: None.***  
***Absent: None.***

**MATTER OF APPROVAL OF PM-1 SAFETY PERFORMANCE TARGETS**

Kouba reported that the Safety Performance Targets are required by the Federal Highway Administration. She said that both MnDOT and the NDDOT have established their own Safety Performance Targets. She explained that after MnDOT and NDDOT establish their targets, the MPO has 180 days to decide if they want to use their targets or develop their own targets. She stated that a lot of times, on a local front, establishing your own can be very helpful for the public to understand what we are trying to do.

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Kouba referred to the staff report and pointed out that she did try to flow through some of the numbers and explain how we came up with them. She stated that there are basically five safety measures; the number of traffic fatalities, the number of fatalities per 100 million vehicle miles traveled, the number of serious crash injuries, and the number of serious injuries per 100 million vehicle miles. She said that the top three are also part of a nationwide setting of safety targets for various programs.

Kouba said that the final one is the number of non-motorized fatalities and non-motorized serious injury.

Kouba commented that over the years we showed what the targets were for both states, and then we get down to what our own area has done. She explained that we use a five-year rolling average for the various targets. She added that we also looked at a number of vehicle miles within our area that we have established, and basically we've done the calculations for that as well.

Kouba stated that one of the things, in order to help kind of normalize those targets and those numbers a bit more is to take five sets of five-year rolling averages. She said that that is how we came up with our proposed stock targets. She added that she would point out that for the past couple of years we stayed with the same targets, but as you can see there has been a rise in crashes including fatalities, so the new targets were proposed by staff and the Technical Advisory Committee is recommending them as well.

DeMers asked, on the non-motorized targets, that would be things like bike accidents and such right. Kouba responded it would be bike and pedestrian accidents. DeMers said, then, that in 2018 and 2019 we had three people die in bike and pedestrian accidents, would that be bikes crashing with other bikes or something like that. Kouba responded that in 2019 there were two fatal and one serious bike and ped accident. She added that it is exclusively where bikes or pedestrians were involved in a crash.

DeMers stated that we usually get a recommendation on these from the Technical Advisory Committee but was there any discussion on these because in the past it has always been kind of a hot button issue with the Technical Advisory Committee. Grasser said that that is a good question. He stated that, actually, feedback he got from his staff was that it was presented very well, congrats Teri and Stephanie, those that really crunched through and digested the numbers it seemed to make more sense and the final conclusion seemed to make sense. He said that his understanding the Technical Advisory Committee did recommend approval of these targets. Kouba agreed, adding that it was their recommendation to go with these numbers as well. She said that we had one objection, mostly because Vision Zero is kind of everybody's goal, no fatalities is what everyone would like to see and the idea of having a target of 2.4 fatalities wasn't what they wanted to see. Grasser stated that you deal with that conundrum here too, it is a tough one. Kouba added that, yes, we want to work towards that goal but we also want to make sure we putting out goals and objectives that are really reasonable and attainable. DeMers said, though, that it is "toward" right, so it is moving towards that goal. Halford said that another way to look at it, as Teri was saying, we want to be able to meet the goal we set and we haven't



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been meeting it, so if you can't meet the goal, it kind of makes it so you can't go after some of the funding you need to have to get to meet that goal. She stated that of course we don't want it to be that number, but if we meet the goal it opens up funding opportunities we can apply for.

DeMers asked if we knew about how many vehicle miles traveled there was in the MPO area. Kouba responded that we do, it is part of a calculation that she doesn't recall off the top of her head, but she can send the spreadsheet to him if he would like.

***MOVED BY DEMERS, SECONDED BY GRASSER, TO APPROVE THE PM-1 SAFETY PERFORMANCE TARGETS, AS PRESENTED.***

***Voting Aye: DeMers, Powers, Strandell, Vein, Lunski, Vetter, and Grasser.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Rost.***

**PUBLIC COMMENT**

None.

**OTHER BUSINESS**

A. 2021-2022 Annual Work Program Project Update

- Bicycle/Pedestrian Element Update – Halford reported that we are getting close to the end of the Bicycle/Pedestrian Element Update so a lot of things are going on with this so that will start to gain a lot of momentum, and we are still looking at the end of March for the final document.
- Transit Development Plan – Halford said that we already talked about this and it is on its way for final approval from the Grand Forks City Council on Monday and then it will be sent off for signatures so that is in its final leg.
- Street/Highway Element Update – Halford reported that we had a November 3<sup>rd</sup> Public Input meeting; we always wish that it was more well attended, but we did have a Stakeholder meeting that morning, which she thought was well attended, and they had a very diverse group with representatives from Altru, the Sheriff's Department, the Police Department, so different people using our streets and they use them in different ways and look at them differently, so that was a good healthy discussion.

B. MPO Updates

- Bridge Update - Halford reported that at the beginning of January a Joint City Council meeting is going to be held so we will see what comes out of that.

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- Smart Grant – Halford reported that we did apply for a Smart Grant and teamed up with Upper Great Plains and Fargo MPO on it and we will hear at the beginning of next year if we get that grant, and the same goes for the Safe Street For All grant that we applied for earlier as well, so stay tuned for more on them, hopefully it is good news.

DeMers said that he has a question about the next Metropolitan Transportation Plan (MTP), wondering, with what Grand Forks has been doing; they kind of set a marker out as a policy that they want to increase value on the north end of Grand Forks, it becomes apparent, he doesn't know if it is a written policy, but it seems apparent and he is just wondering as we approach the next MTP round, what steps are we going to take as far as a traffic study, we talk about bridges, we talk about interchanges and everything we have done the cost has been dragging our feet and we have all these south end things, middle south end projects that we are looking at but at some point if this becomes the goal or reality, he can imagine a north end interchange at 27<sup>th</sup> or 40<sup>th</sup> and then upgrading the interchange at 81 and interstate and a potential north end crossing in East Grand Forks because if we want Minnesota farmers to access these kinds of things he can't imagine Highway 2 is going to be the best route for some of this, you are going to want to come the other way, so he just wonders, as a metropolitan planning will that type of study be something that we can look at going forward, he feels like you are going to do it, it is going to be almost laughed at because we haven't been able to do the boatload of backed up plans we have already but that shouldn't stop this board from moving forward to try to figure out what the problems and opportunities are going forward, and he doesn't know what that looks like and he knows that Grand Forks has done some internal transportation study type things, or are looking at doing some of that. Grasser commented they were reacting to a certain industry is coming, but he thinks what you are talking about would be kind of a vision like these scenarios based "if this happens and that happens" generally kind of identifying that at some point then does the existing interchange start to fail in providing the service. He said that it is hard to identify those specifically, every one of these industries has some thing or things specifically driving them and a lot of time it is water, naturel gas, and transportation. DeMers commented that he can just imagine the secondary effects of not doing those type of things to Highway 2 could be, especially on the Grand Forks side. Grasser stated that Highway 2 is a busy corridor already. DeMers agreed, adding that because of the way Grand Forks is developed, it is a tough corridor to get through with trucks, and he doesn't want it to get worse because it is our primary east/west corridor. Grasser added that there aren't too many opportunities to widen either.

DeMers said that maybe the planning needs to be done further, maybe we need to add another corridor or something somewhere else, and all of that has cost, but if you can't plan for it now, we know the problems of developing some of these corridors without that in mind. Grasser said that he thinks they have done some studies that have identified bridge separated crossings, which would help the efficiency of the transportation corridor, especially with these kinds of issues, and that corridor is going to be challenged. DeMers stated that maybe it doesn't work necessarily in this MTP, but after going through the next long range plan, and we say that we expect this type of growth out here in the next 25 years, which as you said it doesn't get to the specific stuff, 300 or 800 trucks a day or 10 trucks a day, or any of those types of things, but at least it says that we are planning on this, which generates, he is sure there are models out there that say this is the type of generated traffic, and then we can start building our models in that way, so maybe it isn't

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a full 6-year cycle or something like that, but his fear is that in six years you are already going to have developed things out in those areas that are going to hinder those corridors.

Grasser said that that might be a work plan potential in the future, and they are kind of actually looking at a north end bypass scenario. Halford added that she knows that our plan looking into the future for the MTP was after the cycle ended, we wanted to come to the boards and a couple key players from both cities and say hey, what worked, what didn't, what should we do different for the next cycle as well as what AI was hitting on, we can at least do things into the work program and studies and things like that but our whole intention with this next cycle was to look at hey we have been doing it this way, does the timeline work, should we have it as one plan instead of separate plans, there are a lot of things we can look at, we don't have to keep doing it the way we currently do it. Kouba added that there is also the fact that one of the goals of the current MTP, our Street and Highway Element, is to come up with what we need to look at beyond this, there is only so much we can do with our MTP right now, we need more data, we need more this and that into the future so that we can bring it into the next MTP round so it will be an individual study. She said that in the Transit Plan there are several identified plans or studies that could be done in the future before the next MTP. Grasser commented that it seems like a 20-year time horizon isn't enough to capture some of these things we are talking about. DeMers agreed, adding that is his point, if you wait until the next cycle to do some of these things, all of a sudden you have chewed up six more years. Halford stated that we can always do special studies as well.

- January Executive Policy Board Meeting Date – Halford stated that we will be back to our normal meeting schedule so the January meeting will be held on January 18<sup>th</sup>. She thanked everyone for being accommodating and coming earlier this time around, but we had some things we needed to get approved and signed before the end of the year.
- Safety – Grasser stated that, and they are seeing this all over, it isn't unique to Grand Forks and East Grand Forks, but driver speed, speed is a really big issue. He said that a lot of times there is a view that there is an engineering solution to some of these things, and the more you make a corridor safe sometimes you also have a negative effect of overall speed; driver speed is a very common issue, and it is tough to engineer you way out of that behavior issue. Halford commented that part of the discussion at the Technical Advisory Committee was that it was pointed out that one of the fatalities that occurred on the north end was caused by a driver being distracted, either texting or on their phone, and blew through a stop sign. There was some discussion on the pros and cons of speed bumps, such as the one on Reeves Drive.

**ADJOURNMENT**

***STRANDELL ADJOURNED THE DECEMBER 15TH, 2022, MEETING OF THE MPO EXECUTIVE POLICY BOARD AT 12:50 P.M.***

Respectfully Submitted,  
Peggy McNelis, Office Manager

**Grand Forks East Grand Forks MPO**  
**Transaction List by Vendor**  
**November 12 through December 9, 2022**

Type	Date	Num	Memo	Account	Clr	Split	Amount
<b>Advanced Business Methods</b>							
Bill	11/16/2022			206 · Accounts Pay...		517 · Overhead	0.00
<b>AFLAC.</b>							
Liability Check	11/25/2022	AFLAC	501	104 · Checking	X	-SPLIT-	-395.98
<b>Alerus Financial</b>							
Liability Check	11/25/2022	EFTPS	45-0388273	104 · Checking	X	-SPLIT-	-2,209.36
Liability Check	12/09/2022	EFTPS	45-0388273	104 · Checking		-SPLIT-	-2,243.96
<b>Business Essentials</b>							
Bill	11/21/2022	Inv. #...	Office Supplie...	206 · Accounts Pay...		517 · Overhead	-290.44
Bill Pmt -Check	11/21/2022	7330	Office Supplie...	104 · Checking		206 · Accounts...	-290.44
<b>Cardmember Service</b>							
Bill	11/16/2022	Acct #...	VOID: Monthl...	206 · Accounts Pay...	X	517 · Overhead	0.00
Bill Pmt -Check	11/16/2022	7320	VOID: Monthl...	104 · Checking	X	206 · Accounts...	0.00
Bill	11/16/2022	Acct, ...	VOID: Travel ...	206 · Accounts Pay...	X	530 · Educatio...	0.00
Bill Pmt -Check	11/16/2022	7321	VOID: Travel ...	104 · Checking	X	206 · Accounts...	0.00
Bill	11/16/2022	Acct. ...	Monthly Adob...	206 · Accounts Pay...		517 · Overhead	-97.16
Bill Pmt -Check	11/16/2022	7322	Monthly Adob...	104 · Checking	X	206 · Accounts...	-97.16
Bill	11/16/2022	Acct. ...	Travel Expen...	206 · Accounts Pay...		530 · Educatio...	-1,455.86
Bill Pmt -Check	11/16/2022	7323	Travel Expen...	104 · Checking	X	206 · Accounts...	-1,455.86
<b>Constant Contact</b>							
Check	12/07/2022	Const...	Monthly Char...	104 · Checking		517 · Overhead	-20.00
<b>Fidelity Security Life.</b>							
Liability Check	11/25/2022	AVESIS	50790-1043	104 · Checking	X	210 · Payroll Li...	-30.42
<b>Grant and Contract Accounting</b>							
Bill	11/21/2022	Inv. #...	Base Year 2 ...	206 · Accounts Pay...		546 · ATAC	-10,000.00
Bill Pmt -Check	11/21/2022	7331	Base Year 2 ...	104 · Checking		206 · Accounts...	-10,000.00
Bill	12/01/2022	Inv. #...	Work On Trav...	206 · Accounts Pay...		545 · Transpor...	-3,994.32
Bill Pmt -Check	12/01/2022	7333	Work On Trav...	104 · Checking		206 · Accounts...	-3,994.32
<b>HDR Engineering, Inc.</b>							
Bill	11/16/2022	Inv. #...	Work On 205...	206 · Accounts Pay...		545 · Transpor...	-12,141.60
Bill Pmt -Check	11/16/2022	7324	Work On 205...	104 · Checking		206 · Accounts...	-12,141.60
<b>Kimley-Horn And Associates, Inc.</b>							
Bill	11/16/2022	Inv. #...	Work On TDP...	206 · Accounts Pay...		545 · Transpor...	-4,441.63
Bill Pmt -Check	11/16/2022	7325	Work On TDP...	104 · Checking		206 · Accounts...	-4,441.63
<b>LSNB as Trustee for PEHP</b>							
Liability Check	11/25/2022	PEHP		104 · Checking	X	216 · Post-Hea...	-123.75
<b>Madison Nat'l Life</b>							
Liability Check	11/25/2022	7327		104 · Checking		215 · Disability...	-64.74
<b>Mike's</b>							
Bill	11/16/2022		MPO Lunche...	206 · Accounts Pay...		711 · Miscellan...	-90.00
Bill Pmt -Check	11/16/2022	7319	MPO Lunche...	104 · Checking	X	206 · Accounts...	-90.00
<b>Minnesota Department of Revenue</b>							
Liability Check	11/25/2022	MNDOR	1403100	104 · Checking	X	210 · Payroll Li...	-462.00
Liability Check	12/09/2022	MNDOR	1403100	104 · Checking		210 · Payroll Li...	-470.00
<b>Minnesota Life Insurance Company</b>							
Liability Check	11/25/2022	7328		104 · Checking		-SPLIT-	-44.46
<b>Nationwide Retirement Solutions</b>							
Liability Check	11/25/2022	NWR...	3413	104 · Checking	X	-SPLIT-	-510.56
Liability Check	12/09/2022	NWR...	3413	104 · Checking		-SPLIT-	-510.56
<b>NDPERS</b>							
Liability Check	11/25/2022	NDPE...	D88	104 · Checking	X	-SPLIT-	-2,941.76
Liability Check	12/09/2022	NDPE...		104 · Checking		-SPLIT-	-2,535.92
<b>QuickBooks Payroll Service</b>							
Liability Check	11/23/2022		Created by P...	104 · Checking	X	-SPLIT-	-6,127.43
Liability Check	12/08/2022		Created by P...	104 · Checking		-SPLIT-	-6,215.99
<b>Standard Insurance Company</b>							
Liability Check	11/25/2022	7329		104 · Checking		217 · Dental P...	-243.72
<b>Stephanie Halford</b>							
Bill	11/16/2022		Reimburseme...	206 · Accounts Pay...		530 · Educatio...	-748.62
Bill Pmt -Check	11/16/2022	7326	Reimburseme...	104 · Checking	X	206 · Accounts...	-748.62
<b>Teri Kouba</b>							
Bill	11/15/2022		Reimburseme...	206 · Accounts Pay...		530 · Educatio...	-220.00
Bill Pmt -Check	11/15/2022	7318	Reimburseme...	104 · Checking	X	206 · Accounts...	-220.00
<b>The Exponent</b>							
Bill	11/29/2022	Inv. #...	Public Notice ...	206 · Accounts Pay...		545 · Transpor...	-86.96
Bill Pmt -Check	11/29/2022	7332	Public Notice ...	104 · Checking		206 · Accounts...	-86.96