



**TECHNICAL ADVISORY COMMITTEE MEETING**  
**WEDNESDAY, May 10, 2023 – 1:30 P.M.**  
**EAST GRAND FORKS CITY HALL TRAINING ROOM**

**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. To ensure your comments are received 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(s) your comments address. If you would like to appear via video or audio link for comments or questions, please also provide your e-mail address and contact information to the above e-mail. 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.

**MEMBERS**

Palo/Peterson \_\_\_\_\_  
Ellis \_\_\_\_\_  
Bail/Emery \_\_\_\_\_  
Brooks \_\_\_\_\_  
Riesinger \_\_\_\_\_

Mason/Schroeder \_\_\_\_\_  
Zacher/Johnson \_\_\_\_\_  
Kuharenko/Danielson \_\_\_\_\_  
Bergman \_\_\_\_\_

West \_\_\_\_\_  
Magnuson/Ford \_\_\_\_\_  
Sanders \_\_\_\_\_  
Christianson \_\_\_\_\_

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF THE APRIL 12, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

**ACTION ITEMS**

5. MATTER OF APPROVAL OF THE URBANIZED BOUNDARY ..... KOUBA

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6. MATTER OF APPROVAL OF THE 2023-2026 TIP AMENDMENT #3 ..... KOUBA
  - a) Public Hearing
  - b) Committee Action
  
7. MATTER OF APPROVAL OF THE 2024-2027 DRAFT TIP PROJECTS..... KOUBA
  - a) Public Hearing
  - b) Committee Action
  
8. MATTER OF APPROVAL OF THE RECOMMENDATION TO THE NDDOT OF THE FUNDING FORMULA ..... HALFORD

## NON-ACTION ITEMS

9. OTHER BUSINESS
  - a. 2023/2024 Unified Work Program Project Update..... HALFORD
    - Street/Highway Element Update
    - Bicycle/Pedestrian Element Update
    - Aerial Imagery Update
  - b. MPO Updates:
    - Bridge Update ..... HALFORD
    - June TAC Agenda Items ..... HALFORD
    - SS4A Grant ..... HALFORD
    - Transportation Planner/Senior Planner ..... HALFORD
  - c. Agency Updates
  
10. ADJOURNMENT

INDIVIDUALS REQUIRING SPECIAL ACCOMMODATIONS TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING ARE ASKED TO NOTIFY STEPHANIE HALFORD, 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  
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**CALL TO ORDER**

Stephanie Halford, Chairman, called the April 12<sup>th</sup>, 2023, meeting of the MPO Technical Advisory Committee to order at 1:33 p.m.

**CALL OF ROLL**

On a Call of Roll the following member(s) were present: David Kuharenko, Grand Forks Engineering; Wayne Zacher, NDDOT-Local Planning; Ryan Brooks, Grand Forks Planning; Jon Mason, MnDOT-District 2; Ryan Riesinger, Airport Authority, Steve Emery, East Grand Forks Engineer; George Palo, NDDOT-Local District; and Dale Bergman, Cities Area Transit.

Absent: Brad Bail, Troy Schroeder, Michael Johnson, Lane Magnuson, Tom Ford, Nels Christianson, Nick West, Rich Sanders, Nancy Ellis, Christian Danielson, and Jason Peterson.

Guest(s) present: Micah Dickman, Urban SDK; Kathryn Engelhardt, MnDOT; Tricia Lunski, MPO Exec Board Member; and Erika Shepard, MnDOT.

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 MARCH 8, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

***MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE THE MARCH 8<sup>TH</sup>, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.***

***MOTION CARRIED UNANIMOUSLY.***

**ACTION ITEMS:**

**MATTER OF APPROVAL OF 2023-2024 UNIFIED PLANNING WORK PROGRAM AMENDMENT #1**

Halford referred to the information in the packet and commented that there are three parts to Amendment #1.

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Halford stated that we adopted the 2023-2024 Unified Planning Work Program in 2022 knowing that we might possibly have to make some amendments; and the first one is for the Safe Street For All grant that we submitted an application for but hadn't heard if we were going to receive it yet. She said that we did receive the grant, and we did have it in the work program, but we didn't assign any funding amount to it so that needs to be amended into the budget by adding the funding amount and changing the language slightly to say that we did receive the grant and we will be moving forward on it. She stated that the second amendment is for the Bike/Ped Plan, which you saw at our last meetings, and it is to extend the project deadline, no change to the funding amount. She said that the third amendment is to include a contract with Urban SDK, as we felt that it would be a benefit to the MPO and its partners by helping us streamline things. She added that we will be addressing this further in the next Agenda Item.

Kuharenko asked where the Urban SDK shows up in the work program. Halford responded that it is shown under the 300.6 Section, Plan Monitoring and Review, and the cost will come out of Data Collection. She pointed out that the budget sheet shows \$38,588 in federal funds but the contract is actually for \$24,500, and it is for a year and the year will start when we start the contract.

***MOVED BY KUHARENKO, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE AMENDMENT #1 TO THE 2023-2024 UNIFIED PLANNING WORK PROGRAM, AS PRESENTED.***

***Voting Aye: Brooks, Zacher, Riesinger, Bergman, Mason, Kuharenko, Emery, and Palo.***

***Voting Nay: None.***

***Abstaining: None.***

***Absent: Schroeder, Ellis, Danielson, Bail, Peterson, Sanders, Ford, Johnson, Christianson, West, and Magnuson.***

**MATTER OF APPROVAL OF URBAN SDK CONTRACT**

Kouba reported that Micah Dickman is here on-line for any questions. She said that Mr. Dickman did a very good job of explaining what Urban SDK will be able to do for us earlier, so just a quick overview of what he shared, we are looking at traffic analysis zones and data, origin destination data, and performance measures, etc., so we are looking for approval of the contract.

Kuharenko stated that he has one question, and it is really more of a verification, there are a total of seven user licenses available for this, are those assigned or are they just floating licenses. Dickman responded that they are floating licenses so you can use them any way you want. He said that Stephanie or Teri would be the administrator, but they can assign them to anybody in the region that they would like, including your consultants that may want to use the data for further studies you are working on, and then if somebody either leaves or you want to reassign that license you have the ability to do that, so it isn't like if you use a license you lose it, you just either assign it to someone else or give somebody access for a short time and then take it back.

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Kuharenko said that he thinks this is a great program, and he thinks it will be beneficial for saving staff time, and he thinks it will have a lot of benefit for our upcoming plans, especially when it comes to the origin destination data, that is always something we end up looking at for our consultants, to try to get either StreetLight data or some other data for those plans.

***MOVED BY KUHARENKO, SECONDED BY EMERY, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE EXECUTION OF THE CONTRACT WITH URBAN SDK.***

***Voting Aye: Brooks, Zacher, Riesinger, Bergman, Mason, Kuharenko, Emery, and Palo.***

***Voting Nay: None.***

***Abstaining: None.***

***Absent: Schroeder, Ellis, Danielson, Bail, Peterson, Sanders, Ford, Johnson, Christianson, West, and Magnuson.***

**NON-ACTION ITEMS:**

**MATTER OF DISCUSSION ON URBANIZED AREA**

Kouba reported that this is something we always have to address after we get a final count for our census numbers. She said that the Census Bureau comes out with who they are considering should be an urban area, and recently it was released that all those urban areas as well as the delineation of what is an urban area, so those boundaries were released by the Census Bureau as well, which also allows for Minot to become an MPO, so they are going through that process currently.

Kouba said, just to get this conversation started we wanted to kind of bring this forward to the Technical Advisory Committee and ask you what you think, how you want us to work through you to get some sort of consensus on what that boundary is going to be. She stated that they have some specifics from the Feds of what needs to be in there, absolutely what needs to be in there, it is the actual urban area that the Census Bureau has provided.

Kouba referred to a 2010 Census Urban Area with 2012 Adjusted Urban Area map and commented that it will kind of guide you through what they did back with the 2010 census data. She explained that the orange area is the census area, and they brought in some extra areas, shown in yellow, that they felt needed to be considered as well.

Kouba referred to a Census Urban Area Comparison of 2010 versus 2020 map and stated that this compares what was added in 2010, shown with a purple stripe, and the 2020 census boundaries that are shown in green. She pointed out that they added a little area within the purple striped area, and some of the purple area has been taken out but there are still some spots that are being considered, but it does include all of the airport, and she knows that the airport is extending out their runway, so that will have to be brought in as well, so that means we will also have to adjust our MPO boundaries, and that is also kind of a side-by-side discussion when we are looking at this urban area, because all of the urban area must be inside our MPO boundaries.

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Kouba referred to the 2020 Census Urban Area with 2012 Adjusted Urban Area map and said that just to get an idea of where we are at with what we had previously for adjusted urban area; adjusted is what the Feds look at for what we consider as part of an urban area. She added that this also impacts the functional classification, so instead of those areas being considered urban, they would be considered rural, so right now anything that is outside of the yellow stripe is considered rural, and inside is urban.

Kouba referred to the 2020 Census Urban Area with 2012 Adjusted Urban Area and City Limits map and pointed out that it shows the MPO Boundary and the current City Limits. She said that previously we had used the City Limits, some of this outside, she is assuming the area in green, within the yellow striped area, is the new water treatment plant, that was not part of the city at the time, but Walmart was included as well. She said that they made sure to stay within the actual city limits, but not what was considered out in the airport area, so she doesn't know if that is a consideration that you want to continue to have.

Kouba referred to the 2050 Growth Tiers map and stated that we do look at the growth tiers, as to what would be, for Grand Forks, growth in Tier 1 to make sure it is included just because there is that idea that in the next several years some or all of that would be included with the city limits.

Kouba referred to the Future Land Use, Priority Growth Areas, and TAZs map and stated that we also want to make sure we are looking at some of that land use, will we be wanting to extend out any city facilities, city infrastructure at the time.

Kouba referred to the East Grand Forks 2050 Land Use map and commented that East Grand Forks doesn't quite have a tier system, but we have kind of established what we think will be in the growth area and what won't be in the growth area in the next ten years or so. She commented that just from experience she doesn't think there will be any adjustments needed for East Grand Forks just because what we have already brought in or adjusted is already within city limits.

Kouba stated that Grand Forks is a little different, they will have to bring in, in some way, shape or form, she will need to contact somebody, whether it is from FHWA or the State as to how far away from or how close to around the U.S. #2 area that we will need to get because of the airport. She said that a lot of this is up in the air too, so if anyone has any information or any questions or any suggestions that would be great, that is kind of the discussion that we wanted to have with you, not to just let you know what we are going to do.

Kuharenko said that one of the questions he has, we end up seeing what the adjusted boundary was in 2012, and in looking at this and if we look to expand the urban boundary do we have to expand it by census tracts, do we have to expand it by quarter sections, what are the limitations. Kouba responded that you definitely want a road completely inside the urban area, so it is either in or it is out; otherwise, you don't need to have it in by a census tract or anything, you are looking at roads mostly. She said that most of our census tracts and our census block groups are based off of roads as opposed to, there are only a few rivers and things like that that would be a

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border of any kind for those, but generally is it whether or not a road will be inside the urban area or not. Kuharenko said, then, that when the group is looking at this, where major roadways are going to be, that is kind of where we need to be looking for where those lines should be. Kouba responded that that is correct, and that is one of the reasons why they brought in looking at what we had for land use as well as those growth areas, those are things we looked at in the past, when we did it in 2012 when we went through this process, and she doesn't know if that was really clear as to how we actually came up with some of this, so that is one of the reasons why she wanted to walk people through that, and just look at this is how we were doing it in the past and a lot of those rules haven't changed, especially that we need to have all urban area, if you are going to have a road inside the urban area you want the whole road, so it is a placement factor for when she does the boundaries, she will make sure the whole road is in and not just half of it. She said that in general the advice is to look at roadways as boundaries, it is easier, especially when you are eventually going to bring those roads in as an urban road.

Kuharenko stated that his other question, just for general group information, so we have to have everything that is shown in green, and then everything that is shown in yellow that is what we had previously and that is something that we probably should continue to carry over, and you are looking more for if there are any other areas that we want to expand into or if there is any of the area in yellow that we want to get rid of. Kouba responded that that is exactly what she is looking for, especially when we are looking and bringing in the airport because we don't want to be greedy and take too much, but we also want to be realistic about the next ten years and how we are going to grow out so that when those areas start to become more urban, and start to become more built up the city has the opportunity to put in that infrastructure as urban as opposed to having to work through a process to make it urban later on.

Kuharenko said, as for general comments from his side, he noticed that there are a couple of areas that are within city limits that are outside the urban boundary; there is the area to the north, north of 27<sup>th</sup> Avenue, the area that is annexed into the city and then there is also the area south of 62<sup>nd</sup>, the quarter section that is currently under development. He stated that those are a couple of areas that he thinks would be beneficial as well as west of the Interstate, kind of northwest of Interstate and 47<sup>th</sup> Avenue, that would probably be another quarter section to look at for consideration because he knows they have the environmental document currently underway for a 47<sup>th</sup> Avenue Interchange, and are looking to build out South 48<sup>th</sup> Street and 47<sup>th</sup> Avenue if and when that interchange does go through, so those are a couple of areas that we should probably look at including. Kouba asked if they would want it to end at 47<sup>th</sup> Avenue, with 47<sup>th</sup> being inside the urban area and then everything north. Kuharenko said that he would leave that up for discussion because he knows with the environmental document there is one set of options that is looking at an alignment at 47<sup>th</sup>, and there is another group of alternatives that is looking at shifting 47<sup>th</sup> south, and he thinks it is shifting it a quarter mile, and that might be worthwhile and give it a little bit of extra room, but it doesn't necessarily quite follow the road if you have a curve in there like that, but he thinks it gets the general point across.

Kouba referred to the 2020 Census Urban Area with 2012 Adjusted Urban Area and City Limits map, pointing out the new area shown in red at the bottom of the map, and said that she would probably suggest taking it to the quarter line all the way across. She asked if the area to the east

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of that development is going to be considered in the next ten years. Kuharenko responded that that is hard to say, he doesn't have a really strong feeling one way or the other if that one will go or not, there haven't been any plans put forward as of yet, and that is really up to developers and what they want to develop. Kouba commented that that is part of the reason why a lot of the area between the Interstate and Columbia Road is included because ten years ago there was a good development being platted at the time, so they brought it all the way down to 62<sup>nd</sup>. She said that she can take some of these things and come up with some options; you said that you wanted the area to the north that the city annexed included, do you want the area all the way to the river included. Kuharenko said that he would think that including the area to Washington would cover the annexed area pretty much. Kouba asked if that would include the diversion or just keep it at the Interstate. Kuharenko responded that that is up for discussion, but his initial take on it is what is currently annexed into the city probably should be considered within our urban limits, those are areas that we have responsibilities for providing services, underground utilities, paving, those sorts of things, those realistically should be included. Kouba said that that was one of her main questions because some of these other areas, including those towards the landfill area, which we haven't included in the urban area previously. Kuharenko stated that that was a question he had, it is annexed into the city, it is a landfill so there isn't going to be a while lot of added development out there, so where is that line, where is the balance between the two. Kouba responded that we don't necessarily have to have everything that is considered "city" inside the urban area. She stated that previously we didn't have the airport included because there aren't people living there, technically, but the city does have a lot of responsibility for infrastructure out there.

Zacher commented that the thing to keep in mind is that needs to be contiguous and it needs to be a polygon, so keeping those things in mind you can't just hop over different areas to add, so if you are looking to add the landfill area, for whatever reason, you certainly can, but then you need to get up there somehow and it needs to be a polygon. Kuharenko said, then, along those lines unless we have some added development that connects out to the airport and starts connecting north, that probably makes sense as to why that hasn't been included in the past. Kouba stated that, just this time around we were surprised that the airport was included, and we do have to make sure that it is part of it. She said that again, what she can do is take this information and come up with a couple of options and bring it back to the Technical Advisory Committee and get your input on what you want to see included and/or excluded.

Kouba asked if Mr. Emery, East Grand Forks Engineer, had any suggestions or changes he would like to see. Emery responded that the only area that he is thinking, and again just one voice right now for East Grand Forks, but west of Rhinehart Drive, on the south end, south of where Laurel Drive ends at the township road, there has been discussion before about potential development in that area so he would say, again, west of Rhinehart Drive and south there for about a half mile. Kouba commented that currently those houses along that township road, and that area, are included in our adjusted urban area, but we can look at moving it a little further south if you would like. Emery said that he thinks we should move it further south. Kouba asked how much of the area he would like to see included, to the Hartsville Road. Emery responded that he was thinking more of Rhinehart west, but we could take it all the way to Hartsville Road as well. Halford said that it is up to the City of East Grand Forks. She reiterated



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that we aren't taking any action on this today, this was just to begin discussion, so you can think about it. Kouba added that whatever is decided just let her know and she will do some adjustments to the proposed area so you can see what it looks like.

Emery referred to a map and said that where South Pointe Elementary and Central Middle School are located, is that easterly line there, the one that runs north and south, is that right up against the City levee right there. Kouba referred to the map, north of 13<sup>th</sup>, and said that that area is the school. Emery said that they did look at potentially putting in residential development east of the school property, running north and south, starting at 13<sup>th</sup> and then tying back into Bygland Road, following the levee there, so that maybe should be considered. Kouba stated that those areas are all within City limits, so she thinks the area you were looking to develop was just kind of breaking off, she doesn't think we would be adding to city limits, we are extending out the city limits with that, so it is on there already. Emery said that off the top of his head he doesn't remember if the city limit is right on the levee line there or not. Kouba responded that she doesn't think it is right on the levee line there. Emery suggested just looking at that and if the city limits line is pretty much on the levee, then you're good, but if not, that might be an area to include.

Kuharenko said that he is looking at the areas from 2012, specifically the areas at 62<sup>nd</sup> Avenue, right by the river, and commented that we have that small area that is on the east side of East Lake; he knows the area that is striped to the west of that, that more squarish area, and commented that that area has popped up and on as potential development in that area, but that area east, he doesn't know how much development is projected to be out there. He asked if Ryan Brooks, City Planner, had any thoughts about this area, and stated that this might be an area that we might want to consider for removal. Brooks stated that it is definitely not an area that we are ever going to take responsibility for in terms of the roadway network, it is never going to be annexed into the city, so depending on what it means by having it urbanized, that would be the question, so ultimately if that means that potentially we would be taking over responsibility then it should be removed, if not then it doesn't matter to him if it isn't removed. Kuharenko added that he can see there is that East Lake that could act as a demarcation line because he thinks we also have our city limits line there as well and in that smaller notched area we have some townhomes, and the rest of that is outside city limits, and he knows that the larger square area has had some potential development pop up on it, although he doesn't know what the status of that development is, but that area to the east between East Lake and the Red River, might be an area to consider removing. Zacher commented that it does make an easy polygon with it. Kouba stated that nothing really has to happen, there is a lot of area that is not developed or urbanized but also makes it easier if anything changes in status if it is in the urbanized area, otherwise it is a whole other process to get it back in, which some would say just wait until the next time.

Kuharanko said that that is why it is always good to review, so that is why in looking at the area we had in here last time it doesn't make sense to continue having it, so he brought it up for discussion. Kouba responded that that is great, that is kind of her idea; we have all this area, we had all this area up north here as well, and that got pulled out from the census. Kuharenko commented that that area is all platted too, it has been platted for a number of years. He added

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that there are a couple of things there, a church and ABC Seamless are on those two parcels, he thinks.

Bergman stated that just to let you know he needs to work with Teri, so we get the right numbers. He said that he will get in touch next week to get what we need.

Riesinger said that the airport has been mentioned a couple of times, so he has a couple of questions and maybe a couple of comments. He stated that you mentioned that the airport was added in in 2020, and it was a little bit of a surprise; where did that actually come from, who added the airport. Kouba responded that this was completely census based. She explained that they have their own formula as to how they calculate the urban areas, and previously the airport, which she can show on Map A, was not included but this time around they changed how they did their formula a little bit, it wasn't just about housing density it was also about work, jobs, and where people are actually traveling to, to some extent, so if people are traveling to the airport for jobs, or traveling from the airport for jobs, then that was probably how it ended up being considered an urban area. Riesinger said that that helps, it makes some sense, but along that line, if you go to the newer map, there has been some discussion historically about US#2, he has heard historically that there are portions of US#2 out to the airport there were considered rural and it looks to him like if that yellow striped area, plus the green airport area, not all of that is the airport, some of it is salvage area, would that mean that US#2, all the way to Airport Drive would be considered urban and what impacts would that have, if any. Kouba responded that so far she doesn't see too many impacts, other than once you start getting into the functional classifications of roadways, this area would be considered, that whole section would be considered urban as opposed to rural. She added that to some extent is about funding as well, but all of US#2 is NDDOT maintained and managed.

Shepard stated that she thinks you are right that the urban boundary, one of the main implications is funding, so if a roadway is within the urban area boundary, minor collector and above, would be eligible for federal funding and anything outside of the urban area boundary, major collector and above, would be similarly eligible. She said that she posted a link in the chat that describes some of the changes between how the census calculates what they consider to be urban. She added that she is just confirming what Teri said.

Riesinger commented that he just think it may have some other change to the mindset of some of the intersections, certainly Airport Drive, County Road 5, US#2 would be an intersection of note, historically he seems to recall in conversations that it is a lighted intersection, but that it was considered to be rural, so that isn't exactly normal, but yet in this case if we are actually calling it urban, he isn't sure if that changes some of the mindset of that discussion, but it is something we can work through.

Riesinger stated that you also mentioned, on the west side of the airport, some of the land that they added, the boundary right now essentially is what was the old County Road 5, north south on the west side, he can confirm that the runway and taxi way will not be any further to the west, it will be staying in the green shaded area; the land that they acquired to the west from that area was just for their safety area, runway protection zone and also because they had to relocate a

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portion of County Road 5 in that area, so again he can confirm that the runway and taxi way itself is not going any further west, and the green there is just the safety area. Kouba responded that the moving of the road, though, will change where that boundary would be so we would end up bringing in that County Road into the urban area to continue having it inside the urban area. Riesinger said that that makes sense. Riesinger stated that he would be happy to work with you further on this if you have any other questions related to the airport. Kouba thanked him and said to let her know if he had any other questions as well, she would be more than happy to walk through any information further on.

Kouba said that if there aren't any more questions or comments, she will take this information and; would it be easier if she put it together and send it out to the Technical Advisory Committee and let everybody kind of draw or write any comments on it, and then she can readjust for those comments and then bring it back to the Technical Advisory Committee for further discussion. She said that will get it back to this body in May. She added that she will be having this same discussion with our Executive Policy Board so they can give us some input as well, and she will include their comments as well.

Zacher said, just a reminder, all of the green needs to be inside the urban boundaries and contiguous.

Palo commented that just to help out a bit, if you pull up Google Earth and you can see the new roadway out by the airport. He said that the last images he looked at on Google Earth has the bell curve, so you can see where it is at. Kouba added that she hopes we will have our new aerial photos soon as well.

Information only.

**MATTER OF MNSHIP PRESENTATION**

Halford introduced Kathryn Engelhardt, MnDOT, and said that she is here today to give a brief presentation on the 20-Year State Highway Investment Plan.

Engelhardt referred to a slide presentation (a copy of which is included in the file and available upon request) and went over it briefly.

The presentation continued.

**OTHER BUSINESS**

A. 2022/2023 Annual Work Program Project Update

- 1) Bicycle/Pedestrian Element Update: Halford stated that we recently approved extending the end date. She said that even though it gives an end date of August 31<sup>st</sup>, it was more of a cushion, and we hope to be going through final adoption in either May/June or June/July, so that will be coming

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to the finish line. She said that we just had some public input meetings, which were all done virtually on-line. She stated that there was some good attendance at some of them and not so good on others, but we got some good feedback.

- 2) Street/Highway Element Update: Halford said that we did have that discussion on East Grand Forks Industrial Park and there have been a couple of things that have happened since then, like this morning there was discussion on future projects and budget discussion on the Minnesota side, and then in a week or two we will hold a similar discussion on the North Dakota side. She said that even though we are still waiting for the modeling, they are saying sometime this month, we are still trying to keep things moving forward.
- 3) Aerial Imagery: Halford stated that we are hoping to get going on this soon.
- 4) Safe Street For All (SS4A): Halford stated that we are still waiting to hear when we can get started on this.
- 5) Smart Grant: Halford reported that we did hear back that we did hear that we were not awarded the grant.

B. MPO Updates

- 1) Bridge Update - Halford reported that there was a kick-off meeting held on Friday (a copy of the slide presentation that was presented is included in the file and available upon request). She said that it was really kind of a high-level meeting to go over what the project is going to look like and what they are going to do; scoping services and introductions of the SRF Team and the Agency Representatives that will be working on the study. She stated that we had some good representation there from the local side being part of the conversation, again, really just high-level conversation going over what the project is, kind of laying the groundwork of what will be going forward. She pointed out that they are in the scoping phase right now, just gathering information, and looking at our current projects that we have going on, plans that we recently did. She said that they were excited to hear that we are supposed to be getting our modeling done this month, so they will want to have that; they are also excited to hear about Urban SDK, and she told them that they are welcome to have access to that.

Zacher says that he keeps seeing PEL show up, so he is just curious what your comfort level is with the PEL process. He stated that the NDDOT doesn't have one, MnDOT does have one, so he isn't really able to help with it, he knows what the intent is behind it but at the same time what is everybody's comfort level with it and, again, trying to tie the two bridges together is a

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, April 10<sup>th</sup>, 2023**

difficult concept for him, they are two completely separate structures, and to him it seems like it was because we couldn't decide on which location, Elks Drive or 32<sup>nd</sup>, so let's throw a third one in, and that is where his mind is going, but it almost seems to him it makes it more complicated and then to add PEL on top of it seems to make it extra complicated.

Kuharenko commented that one of the things that the consultant ended up discussing is that this is just the scoping portion, and realistically the scoping portion, whether we are looking at the Elks Drive 32<sup>nd</sup> Area or the Merrifield area, it should realistically be an identical process, we are going to be looking at the same agencies, doing all the data gathering, and really try to nail down the purpose and need, do they both of these primary locations have the same purpose and need or do they have separate purposes and needs and if they are separate then we would be looking at two different projects most likely, so he thinks that is kind of how they are looking at it. He added that in regard to the PEL process he is just as familiar with it as Mr. Zacher is, so it is a new and intriguing process. He said that the individual from WSP seems to be very fluent in the PEL process, she seems to be one of the people spearheading the PEL process and is very well versed in it so we are hoping that her experience will be able to help guide the process. He stated that at this point in time, this phase is only the scoping so we aren't getting into the PEL process yet, and we will have to see how that all goes and if we have to combine those later on, we can always adjust.

Kuharenko said that even though in this presentation they talk about the PEL process, they talk about the NEPA process, the environmental document and the design process, the scope of work for what SRF is doing is only scoping, they aren't getting into the PEL, they aren't getting into the NEPA, they aren't getting into preliminary design, those are all going to be items addressed at a later date.

Halford stated that any future updates will be brought forward as well.

**B. Agency Updates**

- 1) Flood Update - Kuharenko stated they have a meeting scheduled for tonight to discuss the Shady Ridge area at Fire Station #5 on 47<sup>th</sup> Avenue South, just east of South Washington, by the Icon Sports Arena from 5:30 to 6:30 p.m. to go over what they have for options and what the plan is for flooding out there, other than that they are continue to monitor the river levels which haven't risen too terribly much yet, but they are starting to rise down in Fargo so they are keeping an eye on that as well. He said that this is an annual occurrence for us, so staff is used to it and are going through the process.

**PROCEEDINGS OF THE  
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Wednesday, April 10<sup>th</sup>, 2023**

Halford asked what the projections are for us. Kuharenko responded that he can't remember the last time he saw something from the National Weather Service, it was a couple of weeks ago, but they were still predicting a 46 to 48 range which is what we have typically seen the past couple of years, but he hasn't seen a recent update. He added that the National Weather Service has stopped doing those weekly exceedance curves and are shifting over to a different model shortly for us, so they haven't seen anything the last couple of weeks, but they are keeping an eye on it just as we do every year.

- 2) Road Limits – Palo reported that on the NDDOT side they are starting to put out their road limits on our State Highways, US#81 and US#2 and I-29.
- 3) MnDOT Update – Mason reported that on the MnDOT side the Program Update Workgroup has been meeting again, the last meeting was on March 31<sup>st</sup>, and that group's task is to focus on the MnDOT distribution formula and method related to the new federal transportation bill, things like should MnDOT consider how the distribution process should be changed, and primarily much of the conversation was about how MnDOT distributes this funding based on a national highway system and the non-national highway system and the real question was should that practice continue into the future, how does it reflect on the goals and outcomes, the desire to project it within our Long Range Transportation Plan. He said that at the meeting there was a fairly good discussion about the formula factors, as well as the use of the funding, essentially the group is kind of laying things out on the table as alternative options are being considered. He added that nothing was approved at this point, but it is hoped to have the direction set this summer and there is MPO representation from the Rochester and Duluth MPOs as well as other local representation.

Information only.

**ADJOURNMENT**

***MOVED BY BERGMAN, SECONDED BY EMERY, TO ADJOURN THE MARCH 8<sup>TH</sup>, 2023  
MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:45 P.M.***

***MOTION CARRIED UNANIMOUSLY.***

Respectfully submitted by,  
Peggy McNelis, Office Manager



**MPO Staff Report**  
**Technical Advisory Committee:**  
May 10, 2023  
**MPO Executive Board:**  
May 17, 2023

**RECOMMENDED ACTION: Preliminary Approval of Draft MPO Study Area boundary and Adjusted Federal Aid Urban Area boundary.**

**TAC RECOMMENDED ACTION:**

Matter of the preliminary approval of the draft MPO Study Area boundary and the Adjusted Federal Aid Urban Area Boundary.

**Background:**

About two years after the Census is done the Census puts out what areas fit their criteria for Urban Areas. For the 2020 Census everything has been late. On December 29, 2022, the Census put out the new Urban Area boundaries. FHWA uses these boundaries and population counts to determine new MPOs and Transportation Management Areas (TMAs). MPOs can adjust the Census boundaries so that they include what the locals consider urban. This will impact what roads will be considered urban roads into the future. This work also needs to be completed by December 29, 2023.

In April, MPO staff brought forward information about the Census Urban Area boundary and the current MPO Adjusted Federal Aid Urban Area boundary. After the discussion with the TAC and the Executive Board, MPO staff was asked to send out options for the TAC to comment on. In map A, you can see the options along with the draft that staff settled on.

Map B shows the current MPO Adjusted Federal Aid Urban Area with the suggested draft boundary. All of Hwy 2 is included until just past Airport Rd. The diversion channel was kept out of the urban area as much as possible, the exception is when City Limits included it. This is following the requirement that the boundary must include the urbanized area and the contiguous geographic areas likely to become urbanized in the next 20 years.

Map C is the preliminary draft that will be sent to NDDOT and MnDOT.

**Findings and Analysis**

- The preliminary draft meets the requirements set by the DOT and Census.
- The preliminary draft is due to NDDOT by June 1<sup>st</sup>.

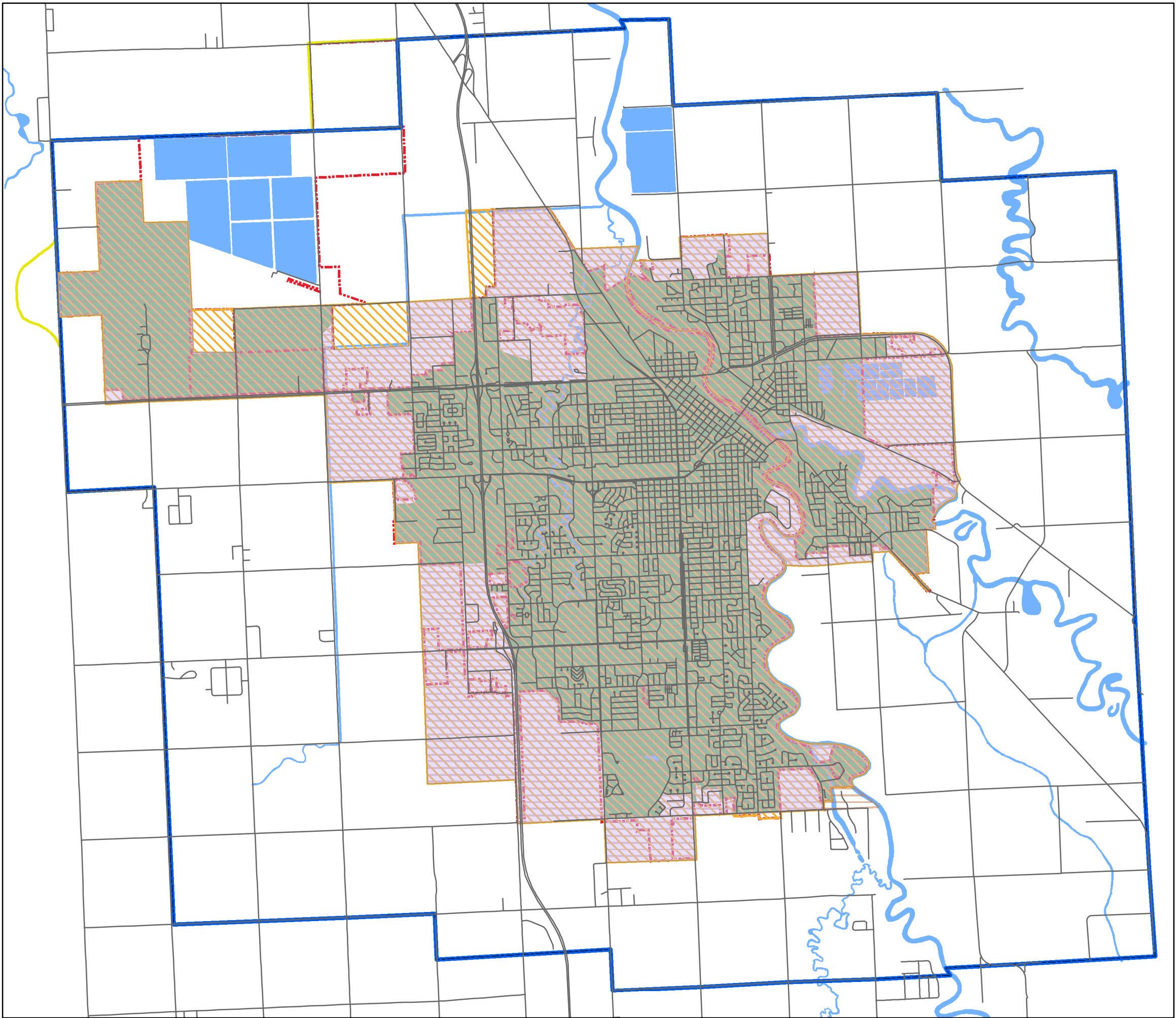
- NDDOT will send comments back for final approval by TAC and Executive Board.
- All information for Final MPO Adjusted Federal Aid Urban Area Boundary is due to NDDOT by September 1<sup>st</sup>.










**Support Materials:**

- Maps A-C
- Letter from NDDOT



# Draft MPO Study Area & Adjusted Urban Area



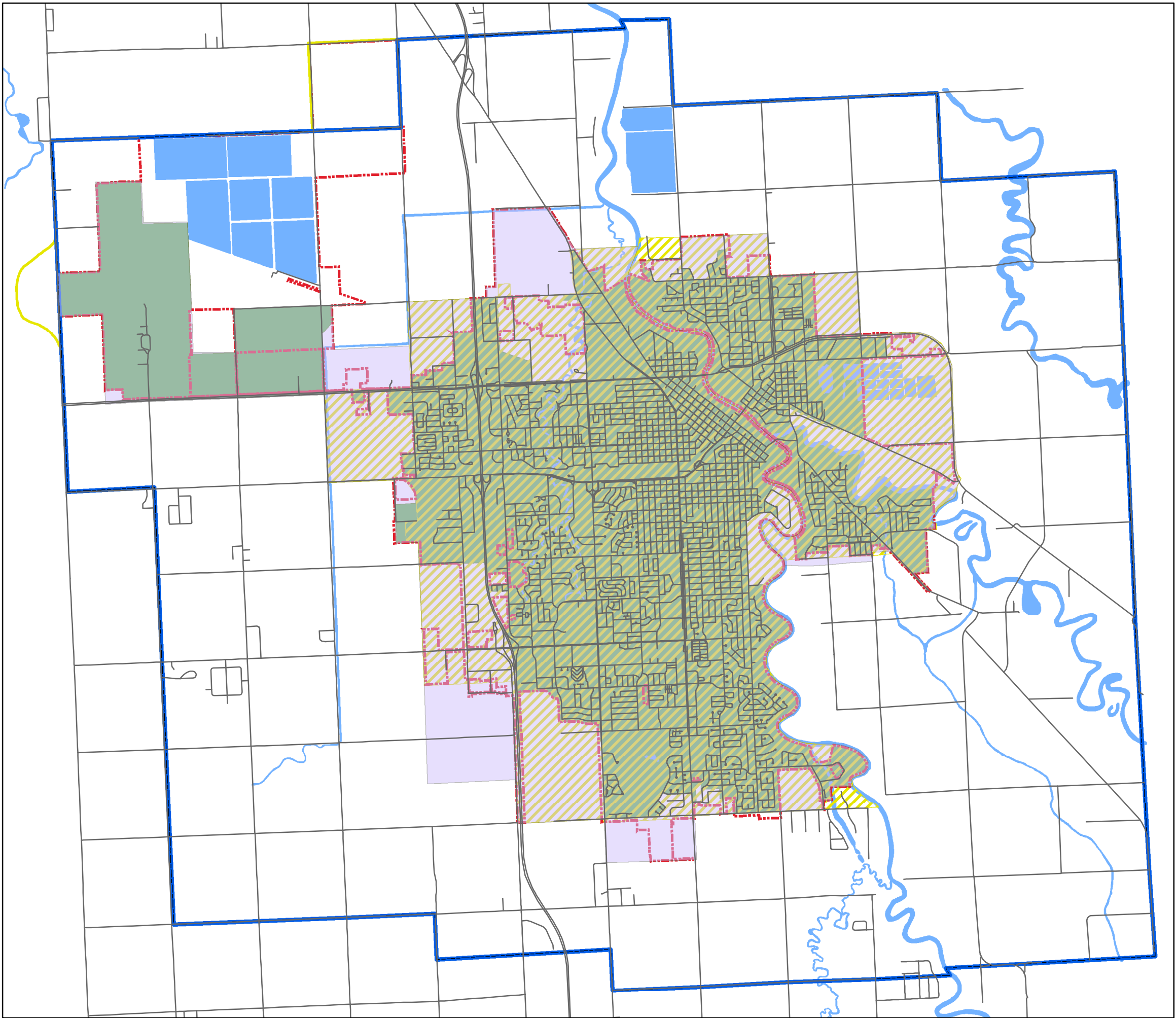
-  The Forks MPO Boundary
-  2020 Census Urban Area
-  Current City Limits
-  Draft Adjusted Urban Area
-  Option B
-  Option A
-  Draft MPO Study Area
-  Roads
-  Water









**Map A**

0 1 2 Miles

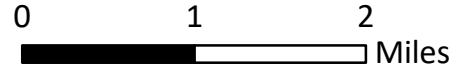


# Draft MPO Study Area & Adjusted Urban Area With Current Adjusted Federal Aid Urban Area

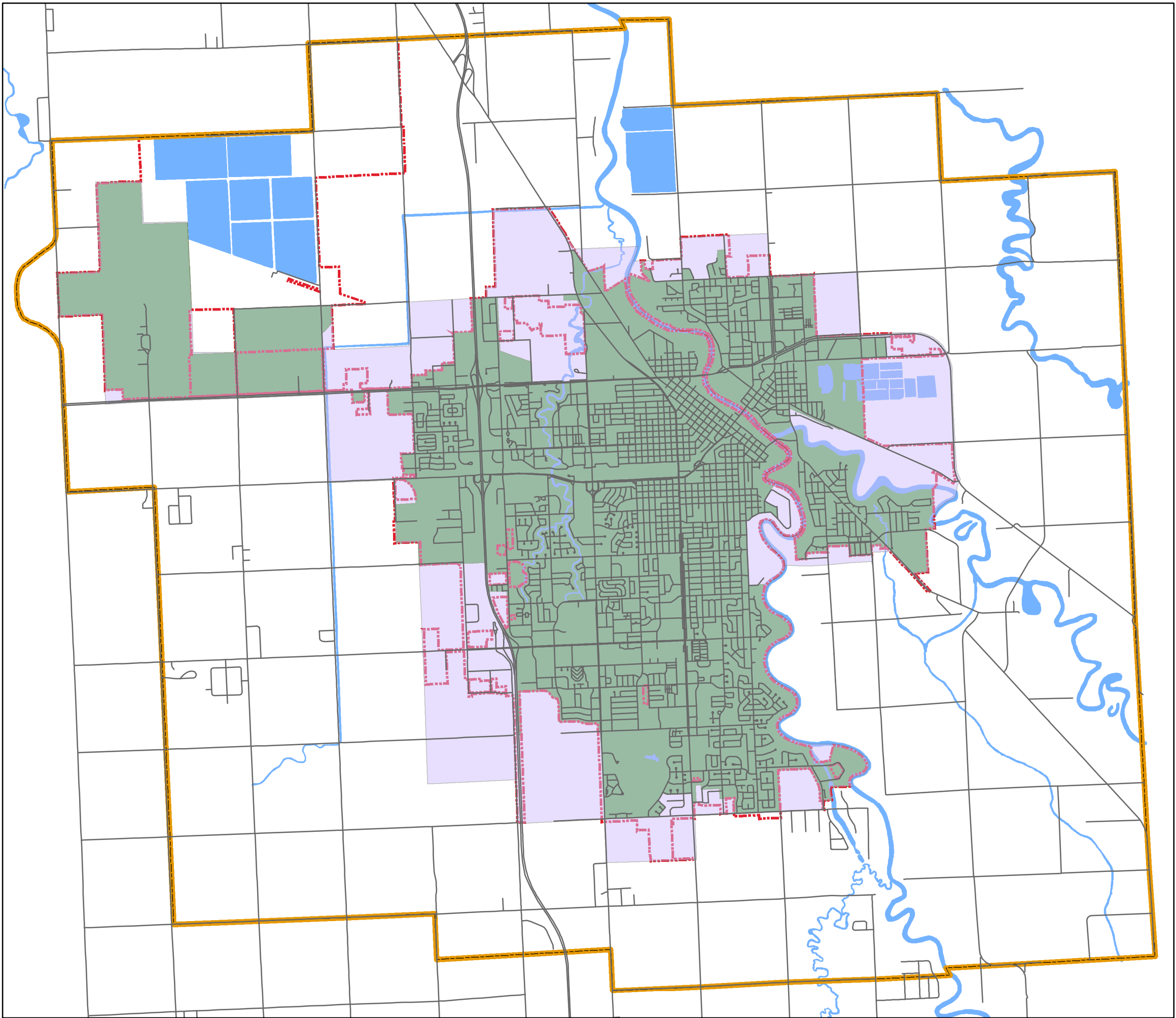








-  The Forks MPO Boundary
-  2020 Census Urban Area
-  Current City Limits
-  2012 MPO Adjusted Federal Urban Area
-  Draft Adjusted Urban Area
-  Draft MPO Study Area
-  Roads
-  Water

**Map B**

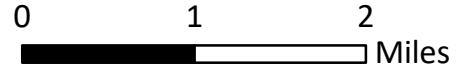


# Draft MPO Study Area & Adjusted Urban Area



-  2020 Census Urban Area
-  Current City Limits
-  Draft Adjusted Urban Area
-  Draft MPO Study Area
-  Roads
-  Water

**Map C**



March 29, 2023

Three (3) Metropolitan Planning Organization (MPO) Executive Directors

**SUBJECT: 2020 CENSUS ADJUSTMENTS TO URBAN PLANNING BOUNDARIES**

As a result of the 2020 United States Decennial Census there are number of updates that must occur to accommodate changes in population, highway classification and planning horizons. One of the updates necessary is the adjustments with respect to urbanized planning boundaries.

The North Dakota Department of Transportation (NDDOT) is requesting that you update your planning boundary based on the U.S. Census updates to the urbanized area boundaries and the adjusted urbanized area boundary for your respective metropolitan areas. Updating the boundaries must adhere to the following requirements:

- The planning boundary must include the urbanized area and the contiguous geographic area(s) likely to become urbanized in the next 20 years.
- The boundary may include the entire Metropolitan Statistical Area or Combined Statistical Area as defined by the Census Bureau.

After the adjustments have been made, please submit the boundary information to NDDOT for a preliminary review no later than June 1, 2023. NDDOT will work with Federal Highway Administration (FHWA) to provide comments back to each MPO as necessary.

Please note, any adjustments made to the planning boundary will not have any effect on either your annual federal-aid allocation or change current maintenance responsibilities.

Once all the comments have been addressed, the MPO must submit their final adjusted boundary via hard copy and electronic copy no later than September 1, 2023. Electronic copies should be in GIS format. All correspondence for submittal may be made to the following:

Michael E. Johnson, P.E.  
Urban Engineer  
North Dakota Department of Transportation  
608 East Boulevard Avenue  
Bismarck, ND 58505  
701-328-2118  
[mijohnson@nd.gov](mailto:mijohnson@nd.gov)

Please note, failure to meet the September 1, 2023 final submittal date will result in NDDOT considering the MPO's existing planning boundary as final with no adjustments.

Along with your submittal please include an approval from the Policy Board.

If you should have any questions during the updating process, please contact Michael E. Johnson at 701-328-2118.

With Gratitude,

A handwritten signature in blue ink that reads "Stacey M. Hanson". The signature is written in a cursive, flowing style.

Stacey M. Hanson, P.E.  
Assistant Local Government Engineer

38: MEJ

cc: Kristen Sperry, Federal Highway Administration  
Ranae Tunison, Federal Transit Administration



# MPO Staff Report

**Technical Advisory Committee:**  
May 10, 2023  
**MPO Executive Board:**  
May 17, 2023

**RECOMMENDED ACTION:** Approval of the FY2023-2026 TIP amendments to the MPO Executive Board.

**TAC RECOMMENDED ACTION:**

Matter of approval of the FY2023-2026 TIP amendments to the MPO Executive Board.

**Background:**

The MPO has adopted the FY2023-2026 TIP. All projects or phases of the project included in the adopted TIP will be programmed to the amount needed to complete the project or phase and in a time frame that allows all project requirements to be met by the deadline. Unfortunately, project costs may rise or fall because of forces outside the project sponsor’s control. In the same way, projects may not be able to be completed in the time frame originally estimated. For these and other reasons, sponsors may find it necessary to request revisions to the adopted TIP.

Proposed amendments to the TIP:

- New Project – The project will rehabilitate the surface and lift the railroad crossing on University Ave in 2023.

				Urban Regional Secondary Road Program					TOTAL		3,300,000	
Grand Forks #123030  RCN 24003	Grand Forks	University Ave DOT- AAR# 081287Y	Surface rehabilitation and lift on the crossing.	REMARKS:								
	NDDOT	Minor Arterial							Operations			
	Rehabilitation	Railroad	Capital									
			P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W			
				141,035	141,035				CONSTR	141,035		
				Federal Railroad Funds					TOTAL		141,035	

- New Project – The project is to replace the railroad crossing signals on University Ave in 2024.

				Urban Regional Secondary Road Program					TOTAL		3,300,000	
Grand Forks #123031  RCN	Grand Forks	University Ave DOT- AAR# 081287Y	New signal installation	REMARKS:								
	NDDOT	Minor Arterial							Operations			
	Railroad Crossing	Railroad	Capital									
			P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W			
				360,000	360,000				CONSTR	360,000		
				Federal Railroad Funds					TOTAL		360,000	

- New Project – Carbon Reduction Program (CRP): This project is for preemption emitters for the fire trucks in East Grand Forks in 2023.

East Grand Forks #223038	East Grand Forks	Varies	**CRP** City of East Grand Forks: Purchase and installation of 11 preemption emitters on Fire trucks	REMARKS:					Other					
	East Grand Forks								Operations					
									Capital					
									P.E.					
	Environmental	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				6,225	4,980			1,245	CONSTR.	6,225				
				Carbon Reduction Funds					TOTAL	6,225				

- New Project- A reconstruction of MN 220 from 23<sup>rd</sup> St to CSAH 22. Part of this is in the MPO study area in 2024. Being updated so bids can happen in 2023.

East Grand Forks #223040	East Grand Forks	Hwy 220	**CHAP 3**AC**: MN 220 from CSAH 19 (East Grand Forks) to 0.3 mi S JCT CSAH 22, Grading and Concrete Pavement and Repair BR 95119 over Grand Marais River with moment slab for Guardrail (AC project, payback in 2036)	REMARKS:					Other					
	MnDOT	Major Arterial							Operations					
									Capital					
									P.E.					
	Reconstruction	Discretionary	Project # 6017-45	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				19,000,000	15,469,800	3,530,200			CONSTR.	19,000,000				
				STBGP					TOTAL	19,000,000				

- New Project- Install a sidewalk and trail along 5<sup>th</sup> Ave NW in 2024. Being updated so bids can happen in 2023.

East Grand Forks #223039	East Grand Forks	5th Ave NW	**CPR** City of East Grand Forks: Install a sidewalk and trail along 5th Ave NW	REMARKS Other- City State Aid Maintenance Funds					Other					
	East Grand Forks	Minor Collector							Operations					
									Capital					
									P.E.					
	Construction	Discretionary	Project#	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				104,149	35,020		69,129		CONSTR.	104,149				
				CPR Funds					TOTAL	104,149				

### Findings and Analysis

- The proposed project amendments are consistent with the MPO MTP.

### Support Materials:

- Amendment 3 – FY2023-2026 document
- NDDOT Notification
- MnDOT Notification

**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					
				FUNDING SOURCE					CONSTR.					
Grand Forks #122011 PCN 23797	Grand Forks Dis	Various	Var HWYS- Grand Forks District Pavement Mark	REMARKS:										
	NDDOT	Various							Operations	0				
	Safety	Discretionary	Note: This is a District wide project, but there are a few locations that are within the MPO planning boundaries	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0				
					1,500,000.00	1,350,000.00	150,000.00			CONSTR.	1,500,000			
				90/10 (Federal/State)					TOTAL	1,500,000				
Grand Forks #121003 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 was pending funding in 2025 and was moved to be funded in 2023										
	NDDOT	Principal Arterial							Operations	0				
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0				
					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 #123030 PCN 24003	Grand Forks	Univesity Ave DOT- AAR# 081287Y	Surface rehabilitation and lift on the crossing.	REMARKS:										
	NDDOT	Minor Arterial							Operations					
	Rehabilitation	Railroad		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
					141,035	141,035				CONSTR.	141,035			
				Federal Railroad Funds					TOTAL	141,035				



**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					R.O.W.	CONSTR.				
				TOTAL										
Grand Forks #123021 PCN 23283	Varies	Varies	LED Lights- Minot and Grand Forks District	REMARKS:										
	NDDOT	Varies	Note:Preventative Maintenance						Operations		0			
	Lighting	Discretionary							Capital		0			
									P.E.		0			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0			
				1,000,000	800,000	200,000			CONSTR.		1,000,000			
				80/20 (Federal/State)					TOTAL		1,000,000			
Grand Forks #123022 PCN 23912	Grand Forks	S 48th St	Convert existing gravel path to concrete shared-use path along east side of S 48th St from 17th Ave S to 32nd Ave S	REMARKS:										
	Grand Forks	Minor Arterial							Operations		0			
	Shared-use Path	Discretionary							Capital		0			
									P.E.		0			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0			
				1,220,000	637,308			582,692	CONSTR.		1,220,000			
				Transportation Alternatives (TA)					TOTAL		1,220,000			
Grand Forks #123031 PCN	Grand Forks	University Ave DOT- AAR# 081287Y	New signal installation	REMARKS:										
	NDDOT	Minor Arterial							Operations					
	Railroad Crossing	Railroad							Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				360,000	360,000				CONSTR.		360,000			
				Federal Railroad Funds					TOTAL		360,000			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022-2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE				
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026		
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	CONSTR.	TOTAL				
FUNDING SOURCE															
East Grand Forks #221001	East Grand Forks		Project entails replacement of bituminous pavement in area of old railroad tracks and installing concrete pavement and concrete curb and gutter. Project includes misc. concrete panel and curb and gutter replacement along with ADA improvements consisting of misc. sidewalk removal and replacement and ADA curb ramps upgrades to meet current ADA standards.	REMARKS: Other - City State Aid Allocation Funds											
	East Grand Forks	Principal Arterial		Operations	0										
	Reconstruction	Discretionary		Capital	0										
				P.E.	NA										
				R.O.W.	NA										
				CONSTR.	419,359										
				TOTAL	419,359	289,950	0	129,409	0		419,359				
				NWATP City Sub-target					TOTAL	419,359					
East Grand Forks #223038	East Grand Forks	Varies	**CRP** City of East Grand Forks: Purchase and installation of 11 preemption emitters on Fire trucks	REMARKS:											
	East Grand Forks			Other											
	Environmental	Discretionary		Operations											
				Capital											
				P.E.											
				R.O.W.				1,245							
				CONSTR.	6,225	4,980				6,225					
				Carbon Reduction Funds					TOTAL	6,225					
East Grand Forks #	East Grand Forks			REMARKS:											
	East Grand Forks			Operations											
	Reconstruction			Capital											
				P.E.											
				R.O.W.											
				CONSTR.											
				TOTAL						0.00					

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2023 - 2026**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE				
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026		
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
										FUNDING SOURCE					
										Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL
East Grand Forks #220004	East Grand Forks	DeMers Ave	On DeMers Ave (USB2) at 2nd St NW & 4th St NW, Signal System Replacement/ADA Improvements	REMARKS:											
	MnDOT	Principal Arterial			Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL					
	Signal Replacement	Discretionary	Project # 6001-68	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
				1,200,000	643,218	146,782	0	410,000			0	0	NA	NA	1,200,000
										Statewide Performance Program					
										Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL
East Grand Forks #223040	East Grand Forks	Hwy 220	**CHAP 3**AC**: MN 220 from CSAH 19 (East Grand Forks) to 0.3 mi S JCT CSAH 22, Grading and Concrete Pavement and Repair BR 95119 over Grand Marais River with moment slab for Guardrail (AC project, payback in 2036)	REMARKS:											
	MnDOT	Major Arterial			Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL					
	Reconstruction	Discretionary	Project # 6017-45	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
				19,000,000	15,469,800	3,530,200						19,000,000		19,000,000	
										STBGP					
East Grand Forks #223039	East Grand Forks	5th Ave NW	**CPR** City of East Grand Forks: Install a sidewalk and trail along 5th Ave NW	REMARKS: Other- City State Aid Maintenance Funds											
	East Grand Forks	Minor Collector			Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL					
	Construction	Discretionary	Project#	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
				104,149	35,020		69,129					104,149		104,149	
										CPR Funds					
										Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL

## GFEGFMPO Project Revisions thru 4/14

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From: Zacher, Wayne A. (wzacher@nd.gov)

To: [teri.kouba@theforksmmpo.org](mailto:teri.kouba@theforksmmpo.org)

Cc: [stephanie.halford@theforksmmpo.org](mailto:stephanie.halford@theforksmmpo.org); [dkuharenko@grandforksgov.com](mailto:dkuharenko@grandforksgov.com)

Date: Monday, April 17, 2023 at 08:55 AM CDT

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Teri,

This project shown is in the FY 2023, but is more of a reimbursement project using federal funds and is for the surfacing of the crossing. It is my understanding that there will be another contract for the Signal portion of the crossing. The cost estimate for the signal project is anticipated this week. I included Dave on this email because he has been involved with our RR Coordinator and may be able to provide more information if needed.

PCN: 24003 – Make sure is in TIP because uses federal funds, but is reimbursable rather than bid.

Should take place in FY 2023.

PROJECT ID: RSC-8625(097)

DESCRIPTION: GF-UNIVERSITY AVE, DOT-AAR# 081287Y

TYPE OF WORK: RAILROAD CROSS

IMPROVEMENTS: RAILROAD CROSSINGS

LENGTH: 0.0000

TOTAL ESTIMATED COST: N/A -

BID OPENING DATE:

PROJECT COMPLETE DATE:

MILESTONE ACTIVITIES: NO

FHWA INTERACTION: FHWA LIMITED TO ENVIRONMENTAL AND AUTHORIZATION

FUNDING TYPE: REGULAR BID OPENING

CHANGE:

REASON FOR PROJECT:

PER REQUEST

[Wayne A. Zacher, P.E.](#)

*MPO Coordinator/Transportation Engineer*

*Local Government Division*

701.328.4828 • [wzacher@nd.gov](mailto:wzacher@nd.gov) • [dot.nd.gov](http://dot.nd.gov)



608 E. Boulevard Ave. • Bismarck, ND

## FW: Grand Forks Rail Crossing Projects - FHWA Section 130 Rail Safety Funds

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From: Zacher, Wayne A. (wzacher@nd.gov)

To: [teri.kouba@theforksmmpo.org](mailto:teri.kouba@theforksmmpo.org)

Cc: [stephanie.halford@theforksmmpo.org](mailto:stephanie.halford@theforksmmpo.org); [dkuharenko@grandforksgov.com](mailto:dkuharenko@grandforksgov.com); [mijohnson@nd.gov](mailto:mijohnson@nd.gov)

Date: Monday, April 17, 2023 at 12:29 PM CDT

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Teri,

Here are the estimates for the RR project on University I sent this morning. Note the signal project may come next week in the email I sent out, so just keep that one handy.

### Wayne Zacher

*MPO Coordinator/Transportation Engineer*

701.328.4828 • [wzacher@nd.gov](mailto:wzacher@nd.gov)

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**From:** Styron, James D. <[jstyron@nd.gov](mailto:jstyron@nd.gov)>

**Sent:** Monday, April 17, 2023 11:51 AM

**To:** Zacher, Wayne A. <[wzacher@nd.gov](mailto:wzacher@nd.gov)>

**Subject:** Grand Forks Rail Crossing Projects - FHWA Section 130 Rail Safety Funds

Wayne,

The surface rehab and lift on the crossing is estimated at \$141,035.00, 100% federal funds, no city match required.

The new signal install on the same crossing is estimated at \$360,000.00, 100% federal funds, no city match required.

Thanks,

### Jim Styron

*Hwy/Rail Crossing Safety Manager*

701.328.4409 (o) • [jstyron@nd.gov](mailto:jstyron@nd.gov) • [www.dot.nd.gov](http://www.dot.nd.gov)



## RE: MN Carbon Reduction Program EGF Submissions

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From: Pierce, Anna (DOT) (anna.m.pierce@state.mn.us)

To: stephanie.halford@theforksmmpo.org

Cc: teri.kouba@theforksmmpo.org; peggy.mcnelis@theforksmmpo.org; nellis@egf.mn

Date: Wednesday, April 5, 2023 at 01:11 PM CDT

---

Stephanie,

I do not have concerns about either of these projects. I would suggest that Nancy begin coordination with Brian Ktring on these projects to ensure that they are able to comply with procurement requirements and any required NEPA or other federal funding requirements.

The FY23 project will need to be amended into the TIP and STIP. It's up to you all and your timeline, on if you'd like to amend the FY24 project into the current TIP and STIP. This really hinges on the timeline and letting date for the FY24 project (i.e., do you need to let it before December 2023? – if yes, I'd amend it into the current 23-26 TIP/STIP).

I will develop the award letters that will be included in CHIMES and the STIP amendment.

Nancy, should I address these award letters to you or someone else at the City of East Grand Forks as the recipient of CRP funds?

Thanks,

**Anna Pierce**

(she/her)

Carbon Reduction Program Coordinator

Office of Sustainability and Public Health

[Anna.M.Pierce@state.mn.us](mailto:Anna.M.Pierce@state.mn.us) | o: 651-366-3793



*I am working remotely. My voicemail and email are checked frequently.*

---

**From:** stephanie.halford . <stephanie.halford@theforksmmpo.org>

**Sent:** Thursday, March 30, 2023 2:46 PM

**To:** Pierce, Anna (DOT) <Anna.M.Pierce@state.mn.us>

**Cc:** Teri Kouba <teri.kouba@theforksmmpo.org>; Peggy McNelis <peggy.mcnelis@theforksmmpo.org>; Nancy Ellis <nellis@egf.mn>

**Subject:** MN Carbon Reduction Program EGF Submissions

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**Good afternoon, Anna -**

Attached are the submissions for the FY2023 and FY2024 MN Carbon Reduction Program funding from the City of East Grand Forks. Please reach out if you have any questions.

## **Stephanie Halford**

**Executive Director**

**GF/EGF Metropolitan Planning Organization**

[stephanie.halford@theforksmpo.org](mailto:stephanie.halford@theforksmpo.org)

**255 North 4th Street**

**Grand Forks, ND 58203**

**701-746-2660**

## MN 220 from 23rd Street North (SP 6017-45)

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From: Mason, Jonathon (DOT) (jon.mason@state.mn.us)  
To: stephanie.halford@theforksmpo.org; teri.kouba@theforksmpo.org  
Cc: donna.pence@state.mn.us; erika.shepard@state.mn.us  
Date: Thursday, April 13, 2023 at 03:49 PM CDT

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Hi Stephanie and Teri,

MnDOT's Transportation Programming and Investment Committee (TP&IC) recommended today to fund a concrete reconstruction project on State Hwy 220 from Polk CSAH 19 (23<sup>rd</sup> Street NW) to 0.3 miles south of Polk CSAH 22. The total length of the project is 8.6 miles, of which 2.0 miles is located south of 130<sup>th</sup> Street and within the MPA.

We coordinated back in June/July of 2021 to include this project in the short range of the MTP as the roadway was inadvertently excluded. Our intention was to take advantage of potential new funding to advance and upscope this needed project from later years of our 10-year CHIP. We have been identifying this project as a "potential upscope advancement" in our STIP map communications for the past couple years intending to communicate the possibility to our partners. The project was being developed without sufficient funding for construction, but that changed today as MnDOT Central Office identified \$19M of Chapter 3 Bonds for 2024 construction. This is new funding coming to the area and doesn't require changes to existing MnDOT D2 commitments.

This project has a letting date of October 2023, so we need to request inclusion in the FY 2023-2026 TIP (via amendment) and inclusion in the draft FY 2024-2027 TIP.

We request the MPO TAC and Board consider an amendment to add this project to the MPO 2023-2026 TIP at their May meetings. What information do you need from us to make this happen?

We will also request the MPO include this project in the draft 2024-2027 TIP. We're working on the STIP data and plan to have you the necessary information by April 19<sup>th</sup>.

Please let me know if you'd like to discuss and if you have recommendations on how to move forward.

Thank you,

**Jon Mason**  
District Planner | District 2

**Minnesota Department of Transportation**  
3920 Highway 2 West  
Bemidji, MN, 56601  
C: 218-407-1917  
[mndot.gov/](http://mndot.gov/)





**MPO Staff Report**  
**Technical Advisory Committee:**  
May 10, 2023  
**MPO Executive Board:**  
May 17, 2023

**RECOMMENDED ACTION: Recommend the approval of the draft FY2024-2027 TIP,**

**TAC RECOMMENDED ACTION:**

Matter of the Draft FY2024-2027 TIP.

**Background:**

Annually, the MPO, working in cooperation with State DOTs and Transit Operators, develops 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 draft TIP has been cooperatively developed with the City of Grand Forks, City of East Grand Forks, Grand Forks County, Polk County, North Dakota Department of Transportation (NDDOT), and Minnesota Department of Transportation (MnDOT). The public hearing is scheduled for May 10<sup>th</sup> TAC meeting. Written comments are due by noon May 10<sup>th</sup>.

The new year of programming has projects that have not been in the TIP previously. The

**Findings and Analysis**

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

**Support Materials:**

- Copy of Draft FY2024-2027 TIP
- Copy of Public Notice



## **PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the Draft Grand Forks-East Grand Forks MPO 2024 to 2027 Transportation Improvement Program (TIP) project listings. The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held during a regular, monthly meeting of the MPO's Technical Advisory Committee (TAC). The meeting will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks, MN. Due to the COVID-19 public health emergency, some members of the MPO's TAC may be participating virtually. The hearing will be held at 1:30 PM on May 10th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

The draft TIP lists all transportation improvement projects programmed to be completed between the years of 2024 to 2027 in the MPO study area. A copy of the draft TIP is available for review and comment at the MPO website [www.theforksmpo.org](http://www.theforksmpo.org). Written comments on the proposed amendment can be submitted to the email address [info@theforksmpo.org](mailto:info@theforksmpo.org) until noon on May 10th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented.

For further information, contact Teri Kouba at 701-746-2660.

The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Stephanie Halford of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.

## 2024 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
<b>Grand Forks Transit</b>																
120001		CAT-Grand Forks	2024	City of Grand Forks			Operating for Grand Forks transit service. Service will operate 6 days a week and averages 62.5 hours of revenue service daily.	Transit Operation	FTA 5307	\$3,673,170	\$1,285,166	\$279,026			\$1,126,485	\$982,504
120002		CAT-Grand Forks	2024	City of Grand Forks			Capital Purchase/Replacement of safety and/or security hardware and software.	Transit Capital	FTA 5307	\$20,822	\$17,352				\$3,470	
123008		CAT-Grand Forks	2024	City of Grand Forks			Replacement Class 400 Low Floor Bus	Transit Capital	FTA 5339	\$151,000	\$128,350				\$22,650	
123003		CAT-Grand Forks	2024	City of Grand Forks			Mobility Manager Position	Transit Capital	FTA 5310	\$83,981	\$67,184				\$16,797	
123007		CAT-Grand Forks	2024	City of Grand Forks			Replace Four (4) Dial-A-Ride Vans	Transit Capital	FTA 5310	\$68,450	\$58,182				\$10,268	
<b>East Grand Forks Transit</b>																
220001	TRF-0018-24B	East Grand Forks	2024	East Grand Forks			SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	Transit Operations	FTA 5307	\$586,240	\$127,310			\$320,944	\$137,986	
220002	TRF-0018-24A	East Grand Forks	2024	East Grand Forks			EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	Paratransit Operations	SF	\$167,913				\$142,726	\$25,187	
220003	TRS-0018-24C	East Grand Forks	2024	East Grand Forks			CITY OF EAST GRAND FORKS PURCHASE ONE(1) CLASS 400 LF REPLACEMENT GAS BUS	Transit Capital	STPBG	\$276,000	\$220,800			\$27,600	\$27,600	
<b>NDDOT</b>																
120003	23646	NDDOT	2024	N Columbia Rd	9th Ave S	2nd Ave N	Structure rehabilitation to Columbia Rd Overpass	Rehabilitation	NHU	\$8,930,000	\$6,744,000				\$2,186,000	
120004	23348	NDDOT	2024	Grand Forks			Rehab traffic signals on the Urban Regional Roads system throughout Grand Forks.	Rehabilitation	NHU	\$6,668,000	\$5,334,400	\$1,058,700			\$274,900	

## 2024 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
120005	23333	NDDOT	2024	I-29	Buxton Interchange	32nd Ave S	High tension median cable guardrail. Portion in MPO area.	Safety	HEN	\$4,469,000	\$4,022,000	\$447,000				
121006		NDDOT	2024	I-29, NB &SB	32nd Ave S Interchange	North of US-81 Interchange	CPR and grinding	Rehabilitation	IM	\$2,799,000	\$2,519,000	\$280,000				
123021	23283	NDDOT	2024	Grand Forks			Installing LED lighting throughout Grand Forks District. This includes portions of the MPO area.	Preventive Maintenance	SU	\$1,000,000	\$800,000	\$200,000				
123010		NDDOT	2024	US-2/Gateway Dr & US-81/ N Washington St	Various		Turn Lane improvements	Rehabilitation	PIR/ SecR	\$550,000	\$445,115	\$49,885				\$55,000
123031		NDDOT	2024	University Ave DOT-AAR# 081287Y			New signal installation.	Safety	RRS	\$360,000	\$360,000					
<b>City of Grand Forks</b>																
120007	23880	City of Grand Forks	2024	S 5th St	Belmont Rd, Division Ave		Construct a roundabout at the intersection	Construction	UGP	\$1,640,600	\$1,312,480					\$320,000
120008		City of Grand Forks	2024	N 4th St	1st Ave N	2nd Ave N	Reconstruction of N 4th St between 1st Ave N and 2nd Ave N	Reconstruction	Main Street	\$2,700,000	\$2,160,000					\$540,000
123022		City of Grand Forks	2024	S 48th St	17th Ave S	32nd Ave S	Convert existing gravel path to concrete shared-use path.	Construction	TAU	\$1,220,000	\$637,308					\$582,692
<b>MnDOT</b>																
220004	6001-68	MnDOT	2024	DeMers Ave (US-2B)	2nd St NW & 4th St NW		Signal replacement with ADA improvements	Signal Replacement	NHPP	\$1,200,000	\$643,218		\$146,782			\$410,000

### 2024 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
223040	6017-45	MnDOT	2024	MN 220	CSAH 19	0.3 miles South of CSAH 22	**CHAP 3**AC**: MN 220 FROM CSAH 19 (EAST GRAND FORKS) TO 0.3 MI S JCT CSAH 22, GRADING AND CONCRETE PAVEMENT AND INSTALL MOMENT SLAB FOR GUARDRAIL OVER BOX CULVERT BR 95119 (AC PROJECT, PAYBACK IN 2036)	Reconstruction	STBGP	\$19,000,000	\$15,469,800		\$3,530,200			
<b>City of East Grand Forks</b>																
223039		City of East Grand Forks	2024	5th Ave NW			**CRP**CITY OF EAST GRAND FORKS: INSTALL A SIDEWALK AND TRAIL ALONG 5TH AVE NW	Construction	CRP	\$104,149	\$35,020					\$69,129
<b>Totals</b>										<b>\$55,668,325</b>	<b>\$42,386,685</b>	<b>\$2,314,611</b>	<b>\$3,676,982</b>	<b>\$491,270</b>	<b>\$5,808,164</b>	<b>\$982,504</b>

## 2025 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
<b>Grand Forks Transit</b>																
121001		CAT-Grand Forks	2025	City of Grand Forks			Operating for Grand Forks transit service. Service will operate 6 days a week and averages 62.5 hours of revenue service daily.	Transit Operation	FTA 5307	\$3,764,999	\$1,317,295	\$286,001			\$1,154,647	\$1,007,066
121002		CAT-Grand Forks	2025	City of Grand Forks			Capital Purchase/Replacement of safety and/or security hardware and software.	Transit Capital	FTA 5307	\$21,030	\$17,525				\$3,505	
123003		CAT-Grand Forks	2025	City of Grand Forks			Purchase Hydrogen Fuel Bus.	Transit Capital	FTA 5339	\$975,000	\$828,750				\$146,250	
123004		CAT-Grand Forks	2025	City of Grand Forks			Training Personnel	Transit Capital	FTA 5339	\$150,000	\$120,000				\$30,000	
123006		CAT-Grand Forks	2025	City of Grand Forks			Mobility Manager Position	Transit Capital	FTA 5310	\$86,500	\$69,200				\$17,300	
<b>East Grand Forks Transit</b>																
221001	TRF-0018-25B	East Grand Forks	2025	East Grand Forks			SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	Transit Operations	FTA 5307	\$603,830	\$131,130			\$330,573	\$142,127	
221002	TRF-0018-25A	East Grand Forks	2025	East Grand Forks			EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	Paratransit Operations	SF	\$156,380				\$129,736	\$26,644	
<b>NDDOT</b>																
121005		NDDOT	2025	US-2B	Sorlie Bridge		Expansion Joint Modification	Rehabilitation	NH	\$27,040	\$21,883	\$5,157				
123011		NDDOT	2025	US-81B/32nd Ave S	I-29	S Washington St/ US-81B	Chip Seal/Micro-seal	Rehabilitation	SecR	\$3,356,000	\$2,684,800	\$335,600			\$335,600	
120006		NDDOT	2025	I-29, Northbound & Southbound	ND 15	32nd Ave S	CPR, grinding of I-29 near the 32nd Ave S interchange to ND 15 (Thompson) interchange.	Rehabilitation	IM	\$1,906,000	\$1,715,747	\$190,000				

## 2025 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
<b>City of Grand Forks</b>																
121004		City of Grand Forks	2025	N Columbia Rd	University Ave	8th Ave N	Reconstruction of road.	Reconsruction	NHU	\$7,302,000	\$5,167,000				\$2,135,000	
121007	23668	City of Grand Forks	2025	Various			Install dynamic speed signs at various school zone location.	Safety	HEU	\$40,000	\$36,000				\$4,000	
123010		City of Grand Forks	2025	42nd St	DeMers Ave		Railroad grade seperation	Construction	SecR	\$53,600,000	\$30,000,000	\$11,700,000			\$10,400,000	\$1,500,000
123011		City of Grand Forks	2025	S 48th St	10th Ave S	17th Ave S	Reconstruction of roadway	Reconstruction	URP	\$6,380,000						
<b>City of East Grand Forks</b>																
223041		City of East Grand Forks	2025	TBD			**CRP**2025 SET ASIDE		CRP	\$25,000	\$20,000				\$5,000	
<b>Total</b>										<b>\$78,393,779</b>	<b>\$42,129,330</b>	<b>\$12,516,758</b>		<b>\$460,309</b>	<b>\$14,400,073</b>	<b>\$2,507,066</b>

## 2026 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
Grand Forks Transit																
122001		CAT-Grand Forks	2026	Grand Forks			Operating for Grand Forks transit service. Will operate 6 days a week for an average of 62.5 hours of revenue service daily.	Transit Operations	FTA 5307	\$3,859,135	\$1,350,227	\$293,151			\$1,183,514	\$1,032,243
122002		CAT-Grand Forks	2026	Grand Forks			Capital Purchase/Replacement of safety and/or security hardware and software.	Transit Capital	FTA 5307	\$21,240	\$17,700				\$3,540	
123013		CAT-Grand Forks	2026	Grand Forks			Mobility Manager Position	Transit Capital	FTA 5310	\$89,095	\$71,276				\$17,819	
123009		CAT-Grand Forks	2026	Grand Forks			Replace Four (4) DAR Vans	Transit Capital	FTA 5310	\$68,450	\$58,182				\$10,268	
East Grand Forks Transit																
222001	TRF-0018-26B	East Grand Forks	2026	East Grand Forks			SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	Transit Operations	FTA 5307	\$621,945	\$135,000			\$340,533	\$146,412	
222002	TRF-0018-26A	East Grand Forks	2026	East Grand Forks			EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	Paratransit Operations	SF	\$161,070				\$133,627	\$27,443	
NDDOT																
122005	23740	NDDOT	2026	Gateway Dr	I-29	Red River	CPR and grinding of roadway.	Rehabilitation	NHU	\$4,447,000	\$3,557,600	\$889,400				
122006	23739	NDDOT	2026	N Washington St	1st Ave N	8th Ave N	Reconstruction: Aggr Base, PCC Pave, Signals, Lighting, Walk/Drive Ways	Reconstruction	NHU	\$5,147,000	\$4,117,600	\$514,700			\$514,700	
122007	22786	NDDOT	2026	I-29	47th Ave S		Construction of a new interchange south of Grand Forks.	Construction	NHU	\$57,000,000	\$45,600,000	\$5,700,000			\$5,700,000	
City of Grand Forks																
122009	23669	City of Grand Forks	2026	S Washington St			Intersection improvements at 28th Ave S. Adding length to left turn lane.	Safety	HEN	\$279,000	\$251,000	\$13,950			\$13,950	



## 2026 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
522008		Grand Forks	2026	Point Bridge			Rehabilitation of the Point Bridge (ND BR#0000GF02 & MN BR#60506) over the Red River of the North	Rehabilitation	SU	\$1,200,000	\$960,000				\$240,000	
<b>Grand Forks County</b>																
323001		Grand Forks County	2026	32nd Ave S	Railroad Tracks	Co Rd 5	Asphalt Mill & Overlay, 3 miles.	Rehabilitation	Non NHS-S	\$700,000	\$560,000				\$140,000	
<b>City of East Grand Forks</b>																
522008	119-113-008	East Grand Forks	2026	Hwy MSAS 113 (Point Bridge)			IN GRAND FORKS AND EAST GRAND FORKS, MSAS 113, (1ST ST NE) REHAB THE POINT BRIDGE (MN BR#60506 OR ND BR#0000GF02) OVER THE RED RIVER OF THE NORTH. INCLUDES MILL AND OVERLAY OF BRIDGE APPROACH ON 1ST ST SE IN EAST GRAND FORKS	Bridge Repair	STBGP	\$1,800,000	\$1,200,000				\$600,000	
223042		East Grand Forks	2026	TBD			**CRP** 2026 SET ASIDE		CRP	\$25,000	\$20,000				\$5,000	

<b>Totals</b>										<b>\$75,418,935</b>	<b>\$57,898,585</b>	<b>\$7,411,201</b>		<b>\$474,160</b>	<b>\$8,602,646</b>	<b>\$1,032,243</b>
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## 2027 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
Grand Forks Transit																
123001		CAT-Grand Forks	2027	Grand Forks			Operating for Grand Forks transit service. Will operate 6 days a week for an average of 62.5 hours of revenue service daily.	Transit Operation	FTA 5307	\$3,941,534	\$1,377,232	\$293,151			\$1,213,102	\$1,058,049
123002		CAT-Grand Forks	2027	Grand Forks			Capital Purchase/Replacement of safety and/or security hardware and software.	Transit Capital	FTA 5307	\$21,452	\$17,877				\$3,575	
123014		CAT-Grand Forks	2027	Grand Forks			Mobility Manager Position	Transit Capital	FTA 5310	\$91,767	\$73,413				\$18,354	
East Grand Forks Transit																
223001	TRF-0018-27A	East Grand Forks	2027	East Grand Forks			SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	Transit Operations	FTA 5307	\$646,823	\$135,800			\$340,682	\$170,341	
223002	TRF-0018-27B	East Grand Forks	2027	East Grand Forks			EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	Paratransit Operations	SF	\$167,913				\$142,726	\$25,187	
222003	TRS-0018-27A	East Grand Forks	2027	East Grand Forks			CITY OF EAST GRAND FORKS PURCHASE ONE(1) CLASS 400 LF REPLACEMENT GAS BUS	Transit Capital	STBGP	\$320,000	\$256,000			\$32,000	\$32,000	
City of Grand Forks																
123005		City of Grand Forks	2027	Gateway Dr & N Columbia Rd			Safety improvements for the intersection.	Safety	HEU	\$2,515,000	\$1,962,000				\$553,000	
123012		City of Grand Forks	2027	S 48th St	DeMers Ave	10th Ave S	Reconstruction of roadway	Reconstruction	URP	\$4,000,000	\$3,200,000				\$800,000	
NDDOT																
123010		NDDOT	2027	SH297/DeMers Ave	Central Fire Station	N 6th St	CPR & Grinding, Excluding the Overpass	Rehabilitation	SecR	\$727,000	\$581,600	\$72,700			\$72,700	
123011		NDDOT	2027	US 2/Gateway Dr	I-29	N 55th St	CPR & Grinding, Excluding the Overpass	Rehabilitation	PriR	\$1,172,000	\$937,600	\$234,400				

### 2027 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
MnDOT																
223020	6019-30	MnDOT	2027	US 2/ Gateway Dr	River Rd		US 2, (GATEWAY DR NW), EB & WB, IN EAST GRAND FORKS, REPLACE BRIDGE 60001 OVER 4TH ST NW (MSAS 122)	Bridge Replacement	NHPP	\$6,000,000	\$4,885,200		\$1,114,800			
City of East Grand Forks																
223043		East Grand Forks	2027	TBD			**CRP**2027 SET ASIDE			\$25,000	\$20,000				\$5,000	
<b>Totals</b>										<b>\$19,628,489</b>	<b>\$13,446,722</b>	<b>\$600,251</b>	<b>\$1,114,800</b>	<b>\$515,408</b>	<b>\$2,893,259</b>	<b>\$1,058,049</b>

Lump Sums for 2023				
Project Phase	Total Phase Cost	Federal Share	State Share	Local Share
Preliminary Engineering (PE)	\$6,400,000	\$5,120,000	\$320,000	\$960,000
Right-of-Way (ROW)				
Utilities				

Lump Sums for 2024				
Project Phase	Total Phase Cost	Federal Share	State Share	Local Share
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Utilities				

Lump Sums for 2025				
Project Phase	Total Phase Cost	Federal Share	State Share	Local Share
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Utilities				

Lump Sums for 2026				
Project Phase	Total Phase Cost	Federal Share	State Share	Local Share
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Utilities				

Lump Sums for 2027				
Project Phase	Total Phase Cost	Federal Share	State Share	Local Share
Preliminary Engineering (PE)				
Right-of-Way (ROW)				
Utilities				

Lump sums may represent multiple projects including multiple federal funding sources lumped together. NDDOT is the lead agency in all lump sum projects.



**MPO Staff Report**  
**Technical Advisory Committee:**  
**May 10, 2023**  
**MPO Executive Board:**  
**May 17, 2023**

**RECOMMENDED ACTION:** Approval of the Funding Formula

**TAC RECOMMENDED ACTION:**

Matter of the approval of the recommendation to the NDDOT of the Funding Formula

**Background:**

The MPO Directors have been meeting regularly to discuss various topics and share ideas for at least the past 6 months. In the most recent months, the directors were tasked to work together to discuss the funding formula to determine if it should stay the same or be revised. Some of the main reasons for looking at the funding formula are due to the Census numbers for 2020 and were released resulted in Minot and Surrey (and possibly Burlington) becoming a new Metropolitan Planning Organization for the state of North Dakota.

We had our quarterly ND MPO Directors meeting in March with the NDDOT, FHWA, FTA and Minot reps as guests so they could hear from other MPO's as they navigate this new status. One of the topics that was discussed at the meeting was the funding formula used between the current three MPO's. It was brought up that the NDDOT is under pressure from FHWA to improve the spending rate of the CPG funds. BisMan MPO just recently began using their 2021 CPG funds. Metro COG is into the 2022 funds, and GF-EGF is wanting to spend 2023 funds. The MPO's can't have more than three funding years open at one time. It is the NDDOT's goal to have all the MPO's working out of the same funding year. With BisMan just moving into 2021 CPG funds GF-EGF can now move into the 2023 funds, however there is backlog of unspent funds. In the past the GF-EGF MPO has received backlog funding from BisMan and Metro COG, but this has come with GF-EGF MPO partners stepping up with the additional local share and a quick timeline turnaround of a study, which has been hard on the GF-EGF MPO partners and the MPO staff, but we have made it work.

As a result of the ND MPO Directors meeting discussion the three current MPO's were asked to relook at the funding formula knowing that things need to change with this backlog of funding and Minot becoming an MPO as part of the scenario. The hope was that the three current MPO's would agree on a scenario and bring it forward to the NDDOT as our preferred recommended option. The NDDOT will have the final say but they want to hear our input before moving forward.

Below are charts showing where we have been, where we are currently, and what the three MPO's have agreed upon.

- Past approved allocated numbers to each MPO, including ND-PL, FTA-ND, MN-PL, & FTA-MN funds. But not what was spent.

FY	MPOs			Total ND MPOs
	BMMPO	FM Metro COG	GFEGFMPO	
2013	\$ 608,996.00	\$ 1,152,824.00	\$ 484,100.00	\$ 2,255,920.00
2014	\$ 656,844.00	\$ 1,148,392.00	\$ 513,530.00	\$ 2,318,766.00
2015	\$ 621,188.00	\$ 1,090,027.00	\$ 490,493.00	\$ 2,201,708.00
2016	\$ 796,937.00	\$ 1,380,539.00	\$ 601,863.00	\$ 2,779,339.00
2017	\$ 643,685.00	\$ 1,300,715.00	\$ 549,665.00	\$ 2,494,065.00
2018	\$ 657,782.00	\$ 1,172,274.00	\$ 514,454.00	\$ 2,344,510.00
2019	\$ 673,256.00	\$ 1,202,803.00	\$ 525,369.00	\$ 2,401,429.00
2020	\$ 694,073.00	\$ 1,276,004.00	\$ 544,739.00	\$ 2,514,816.00
2021	\$ 686,074.00	\$ 1,231,229.00	\$ 535,801.00	\$ 2,453,104.00
2022	\$ 851,719.00	\$ 1,557,890.00	\$ 651,597.00	\$ 3,061,206.00

- Current funding formula, this is just looking at ND-PL funds. Formula starts with a base amount and then with the remaining money it's based on percentage of the population in the MPO area on the North Dakota side only.

Current Scenario without Minot - Base Amount of \$120,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	30.21%	\$ 741,966.46	\$ 120,000.00	\$ 861,966.46	\$ 861,966.46	\$ (0.00)
FM Metro COG	51.61%	\$ 1,267,435.99	\$ 120,000.00	\$ 1,387,435.99	\$ 1,387,435.99	\$ 0.00
GF-EGF MPO	18.18%	\$ 446,556.55	\$ 120,000.00	\$ 566,556.55	\$ 566,556.55	\$ (0.00)
Minot	N/A	N/A	\$ -	\$ -	\$ -	\$ -
	100.00%	\$ 2,455,959.00	\$ 360,000.00	\$ <b>2,815,959.00</b>		

- Proposed current three MPO supported scenario, this is just looking at ND-PL. This will put the GF-EGF MPO around \$771,000 total for FY2024.

MPO-Supported Scenario - Higher Base Amount for Metro COG Due to TMA and Budgetary Needs						
Entity	Percent of Total	Splits	Base Amount	Total	Current Split	Gain or Loss
Bis-Man MPO	26%	\$ 395,950.02	\$ 300,000.00	\$ 695,950.02	\$861,966	\$ (166,016.44)
FM Metro COG	45%	\$ 676,420.91	\$ 500,000.00	\$ 1,176,420.91	\$1,387,436	\$ (211,015.08)
GF-EGF MPO	16%	\$ 238,304.67	\$ 300,000.00	\$ 538,304.67	\$566,557	\$ (28,251.88)
Minot	14%	\$ 205,337.73	\$ 200,000.00	\$ 405,337.73	\$0	\$ 405,337.73
	100%	\$ 1,516,013.33	\$ 1,300,000.00	\$ <b>2,816,013.33</b>		

- BisMan will also be presenting this option to their board.

Scenario A - Base Amount of \$200,000 per MPO

Entity	Percentage of Total	Splits	Base Amount	Total (2023 Grant)	Total (Historic Avg)	Current Split	Gain or Loss (2023 to Current)
Bis-Man MPO	26.12%	\$ 526,543.93	\$ 200,000.00	\$ 726,543.93	\$ 617,900.51	\$861,966	\$ (135,422.53)
FM Metro COG	44.62%	\$ 899,520.91	\$ 200,000.00	\$ 1,099,520.91	\$ 913,920.00	\$1,387,436	\$ (287,915.08)
GF-EGF MPO	15.72%	\$ 316,903.33	\$ 200,000.00	\$ 516,903.33	\$ 451,515.69	\$566,557	\$ (49,653.22)
Minot	13.55%	\$ 273,063.09	\$ 200,000.00	\$ 473,063.09	\$ 416,721.15	\$0	\$ 473,063.09
	100%	\$ 2,016,031.26	\$ 800,000.00	\$ <b>2,816,031.26</b>	\$ <b>2,400,057.35</b>	\$2,815,959	

## MPO Unified Planning Work Program 2023-2024

Task	Update	% Completed	Local Adoption	State/ Federal Approval
Bike & Pedestrian Plan Update	Wrapping up the final touches to the document and putting together the presentation.	94%	June/July 2023	August 2023
Street & Highway Plan / MTP	Reviewing the Traffic Demand Model	55%	Oct./Nov. 2023	Dec-23
Aerial Imagery	Been given the green light, waiting on the right time	5%	Oct. 2023	Oct. 2023
ATAC - Planning Support Program	On-going			
TIP Adoptions and Amendments	On-going			
ITS Architecture	2024 Project			
ATAC - Traffic Counting Program	On-going			
Land Use Plan	On-going/As needed			
Future Bridge Discussions/Assistance	On-going/As needed			
Updating Policy and Procedures/By-Laws	2023/2024 Project			
Micro Transit Study	2024 Project			
Grand Valley Study	2023 Project			
Safe Streets For All (SS4A) Grant	Awarded		TBD	TBD
Smart Grant	Not Awarded			

# DREAM JOB OPENING

Planner or Senior Planner

Send your resume to:  
Stephanie Halford  
[stephanie.halford@theforksmpto.org](mailto:stephanie.halford@theforksmpto.org)



Grand Forks - East Grand Forks

METROPOLITAN  
PLANNING ORGANIZATION



# WE ARE HIRING

JOIN OUR TEAM

Planner or Senior Planner

The Grand Forks-East Grand Forks Metropolitan Planning Organization is seeking a dynamic, collaborative, and visionary professional to become our newest Planner or Senior Planner

**Send your resume to:**

STEPHANIE HALFORD  
STEPHANIE.HALFORD@THEFORKSMPO.ORG





Grand Forks - East Grand Forks

METROPOLITAN  
PLANNING ORGANIZATION

# JOIN OUR TEAM

## PLANNER OR SENIOR PLANNER



Come join our team! The Grand Forks - East Grand Forks Metropolitan Planning Organization is seeking a dynamic, collaborative, and visionary professional to become our newest Transportation Planner or Senior Transportation Planner.

SEND YOUR RESUME TO: STEPHANIE HALFORD  
[STEPHANIE.HALFORD@THEFORKSMPO.ORG](mailto:STEPHANIE.HALFORD@THEFORKSMPO.ORG)

# Job Description



## Planner or Senior Planner

Come join our team! The Grand Forks-East Grand Forks Metropolitan Planning Organization is seeking a dynamic, collaborative, and visionary professional to become our newest Planner or Senior Planner. The candidate should have a knowledge of general principles of transportation, research, and analysis; the federal transportation planning process; project development and implementation. The ideal candidate will have the ability to: communicate clearly and effectively, orally and in writing; research and analyze various factors involved in transportation planning; prepare clear, accurate records and reports; establish and maintain highly effective working relationships with staff, managers, community members, business and municipal leaders, and others encountered during work; handle multiple projects simultaneously and use good judgement in prioritizing work assignments; and work independently.

## Work Environment and Essential Job Functions (may include, but are not limited to, the following):

- Participate in the preparation, assessment, and update of the long-range transportation plan.
- Manage planning projects; oversee project budget; present findings and recommendations to the MPO Board, City Councils, Planning and Zoning Commissions, and other governmental bodies.
- Coordinate assigned planning activities with outside agencies and contractors.
- Provide staff support to a wide variety of governmental functions; staff various MPO Planning Commission; and ad hoc MPO committee meetings.
- Staff various outside committees; provide detailed information and assist in data collection, writing, and presentations.
- Develops information materials to keep the public informed about the planning progress of the MPO.
- Confidence and poise in dealing with the public in person, on the phone and by e-mail.
- Maintains cohesive project files and documentation.
- Plans, implements, and manages projects and studies, as assigned, including the management of contracted project teams and professional consultants.
- Collects and interprets data and information used to prepare reports and plans.
- Attend and participate in professional group meetings.
- Stay abreast of new trends and innovations in the field of planning.

- Participate in the update of the long range transportation plan for the metropolitan area; that includes the street and highway, transit development, bike and pedestrian elements.
- Review and make recommendations on plans, projects and developments and their consistency with the transportation plan.
- Participate in the conduct and update of transportation studies including the preparation and update of travel demand forecasting models.
- Monitor regional planning concerns; coordinate the implementation of Federal/State mandated programs and issues including housing, air quality, transportation, regional demographic and economic analysis.

## Education and Experience:

- Equivalent to a bachelor's degree from an accredited college or university with major course work in urban planning, transportation planning or a related field.
- Possession of, or ability to obtain, an appropriate, valid driver's license.
- Minimum of two years of planning experience or related field is desirable but not required.
- Computer skills including but not limited to Microsoft 365 and hosting on-line meetings.
- Collect, maintains, analyzes, and prepares data/maps using Geographic Information System (GIS) tools. GIS is desired but not required.

## Working Conditions

Working Conditions	Details
Hours of work	Typical work week is 8:00AM-5:00PM Monday-Friday. But can be a little flexible with those hours.
Work environment	Typical office environment
Travel requirements	Some travel to a few conferences and/or trainings a year, some are out of state. There are also local meetings outside of the office.
Special conditions or requirements	There are the occasional evening meetings that you are required to attend outside of regular work hours. Such as City Council meetings and Public Input meetings.

## How to apply

Please address your resume and a cover letter to Stephanie Halford, Executive Director of the Grand Forks-East Grand Forks Metropolitan Planning Organization. Electronic submissions are preferred and should be sent as a single PDF file to [stephanie.halford@theforksmpl.org](mailto:stephanie.halford@theforksmpl.org), with the email subject of

"Planner or Senior Planner." The first review of resumes will be conducted on June 9th, 2023. The position will remain open until filled.

The Grand Forks-East Grand Forks Metropolitan Planning Organization is proud to be an equal opportunity employer.

## **Compensation and Benefits**

**Planner (54) \$58,882 - \$88,323 / Senior Planner (63) \$73,535 - \$110,303**

### **2023 BENEFIT SUMMARY**

#### **Employer Paid Benefits:**

**Health Insurance** – NDPERS Sanford (PPO)

(75% Employer/25% Employee Premium Split)

Monthly Premium (Valid From July 1, 2021 to December 31, 2023)

Family Plan - \$1,793.86 per month

(Executive Director - MPO pays \$1,793.86/Employee Pays \$0.00)

(Other Employees – MPO pays \$1,345.40/Employee Pays \$448.46)

Single Plan - \$742.06 per month

(MPO pays \$556.54/Employee Pays \$185.52)

**Life Insurance** – Basic coverage of \$35,000 paid by MPO –

Optional coverage available up to \$400,000;

Dependent coverage for spouse and dependents

**Pension Plan** – NDPERS – Defined Benefit Plan

Eligible at hire date

(8.26% Employer - 7% Employee – 3 year vesting)

**Long Term Disability Insurance** – Premium paid by MPO

(90 consecutive day qualifying period.)

**Employee Assistance Program** – Premium paid by MPO

**Worker's Compensation** – Premium paid by MPO

**Unemployment Compensation** – Premium paid by MPO

**Post Employment Health Plan** (Employer contribution of \$40.00 per mo)

**Paid Holidays** - 9 per year: (New Year's Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Christmas Day)

**Personal Leave Day** – 8 hours per year

**Bonus Personal Leave** – 8 hours given to those employees using less than 8 hours of sick leave in a calendar year

**Accruals:**

**Annual Leave** - Begins date of hire with 80 hours 1st year, increasing with each year of continuous Employment

**Sick Leave** - 112 hours per year - unlimited accrual

**Annual Sick Leave Pay Back** – After 960 hours of accrued sick leave, the option to cash in accruals in excess of 960 hours at 50% value.

**Sick Leave Pay Back** – Upon separation of service after five years of employment, 50% of accrual paid to employee.

Under 960 hours paid at current rate of pay; over 960 hours paid at rate at which it was accrued.

**Employee Paid Benefits:**

Deferred Compensation Program

Flexible Spending Plan

Discounts for Health Club Memberships

Dental Insurance

Vision Insurance (2 year contract)

Tuition Reimbursement - 40% per class reimbursed by City for job relevant classes taken with prior approval.