



TECHNICAL ADVISORY COMMITTEE MEETING
WEDNESDAY, AUGUST 9, 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 JULY 12, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

ACTION ITEMS

5. MATTER OF APPROVAL OF FINAL DRAFT URBAN AREA BOUNDARY AND MPO STUDY AREA KOUBA

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- 6. MATTER OF APPROVAL OF FY2023-2026 T.I.P. AMENDMENT #6..... KOUBA
 - a) Public Hearing
 - b) Committee Action

- 7. MATTER OF APPROVAL OF FY2024-2027 T.I.P. KOUBA
 - a) Public Hearing
 - b) Committee Action

- 8. MATTER OF PRELIMINARY APPROVAL OF FY2024-2025 UPWP HALFORD

NON-ACTION ITEMS

- 9. MATTER OF STREET/HIGHWAY PLAN UPDATE..... KOUBA

- 10. OTHER BUSINESS
 - a. 2023/2024 Unified Work Program Project Update..... HALFORD
 - b. MPO Updates:
 - Safe Streets For All (SS4A) Update..... HALFORD
 - September TAC Agenda Items..... HALFORD
 - c. Agency Updates

- 11. 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
TECHNICAL ADVISORY COMMITTEE
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CALL TO ORDER

Stephanie Halford, Chairman, called the July 12th, 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: Becky Hanson (Proxy for Wayne Zacher), NDDOT-Local Government; Ryan Brooks, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; David Kuharenko, Grand Forks Engineering; Steve Emery, East Grand Forks Engineer; George Palo, NDDOT-Local District; Dale Bergman, Cities Area Transit; Gracie Lian (Proxy For Tom Ford), Grand Forks County.

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

Guest(s) present: Wayne Zacher, NDDOT-Local Government; Mulugeta Amare, University of North Dakota; Tim Finseth, NWRDC; Bobbi Retzlaff, Minnesota FHWA; Kristen Sperry, North Dakota FHWA; Erika Shepard, MnDOT; Daba Gedafa, University of North Dakota; and Donna Pence

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.

INTRODUCTIONS

Halford asked that, because we have some new faces here today, everyone please state their name and the organization they represent.

MATTER OF APPROVAL OF THE JUNE 14, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

MOVED BY KUHARENKO, SECONDED BY ELLIS, TO APPROVE THE JUNE 14TH, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.

MOTION CARRIED UNANIMOUSLY.

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ACTION ITEMS:

MATTER OF APPROVAL OF MPO SELF-CERTIFICATION

Kouba reported that basically what this is is a document that basically states that we are following all the federal regulations and we are doing it in the correct order and all of that. She stated that normally we have done this at the same time as our T.I.P., but just to kind of smooth things through a little bit, and make sure the document is as finished as possible when you guys start looking at the final draft, we thought that we could get this done a little sooner, so that is basically why we are looking for a recommendation to approve forwarding this to the MPO Executive Policy Board for approval.

MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE MPO SELF-CERTIFICATION, AS PRESENTED.

Voting Aye: Brooks, Hanson, Ellis, Emery, Kuharenko, Palo, Bergman, and Lian.

Voting Nay: None.

Abstaining: None.

Absent: Schroeder, Mason, Sanders, West, Ford, Riesinger, Danielson, Bail, Peterson, Johnson, Christianson, and Magnuson.

MATTER OF FINAL APPROVAL OF THE BIKE/PED PLAN UPDATE

Halford reported that we are at the finish line. She said that the only update to the document you saw at your last meeting was a request to add cost estimates to the projects we had along with priority corridors, so Bolton-Menk made those changes and the document has been updated.

Halford stated that the document has been moving through the approval process, so she would open it up for any comments or motions.

Kuharenko said that he would like to say thank you for making those changes that were brought forward last month.

MOVED BY KUHARENKO, SECONDED BY BROOKS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE BICYCLE/PEDESTRIAN PLAN UPDATE, AS PRESENTED.

Voting Aye: Brooks, Hanson, Ellis, Emery, Kuharenko, Palo, Bergman, and Lian.

Voting Nay: None.

Abstaining: None.

Absent: Schroeder, Mason, Sanders, West, Ford, Riesinger, Danielson, Bail, Peterson, Johnson, Christianson, and Magnuson.

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MATTER OF APPROVAL OF 2023-2026 T.I.P. AMENDMENT #5

Kouba reported that a request was made by the NDDOT to make some adjustments to the 2023-2026 T.I.P. She said that one is for the project on 32nd Avenue South that would basically split the project with both using 2023 funding dollars, but only the portion of the project shown in the staff report will be constructed in 2023 while the other portion will be constructed in 2024.

Kouba stated that the other adjustment is for the addition of a new project to do the Preliminary Engineering phase of the 42nd Street and DeMers Avenue Railroad Overpass project.

Kuharenko said that he has one question on the 32nd Avenue Mill and Overlay project, it is showing here that it has a \$1.3 million cost, but the bid they got on it was just under \$1.9 million so is that going to end up causing issues because it is greater than the 25% change that we typically have for a required change. Zacher responded that that is where we end up getting in trouble. He explained that they are doing this T.I.P. amendment just to get a few things rolling, and you're right, the cost did come in higher, so the question is do we change it again later if there is a need for a change order at a later date. He stated that he doesn't really have an answer, just because it is a slippery slope, he thinks, and he isn't sure what ramifications we would have; we can but again, it just becomes troublesome if we end up needing a change order that ends up changing the cost again later on. Kuharenko asked if we wouldn't only have to worry about a change order if it is greater than 25% at that point. Zacher responded that that would be true, so he is fine with whatever the MPO decides to do, so if you want to put in the bid costs that would be fine, but it can become difficult to track later on too. Zacher commented that that is the long way of saying he doesn't have the answer. He added that it has come up before and it just caused a giant mess. Kouba said, then, that it sounds like the recommendation is to stick with the numbers that are presented in the staff report and if there needs to be changes later, we will work them out at that time.

MOVED BY ELLIS, SECONDED BY PALO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE 2023-2026 T.I.P. AMENDMENT #5, AS PRESENTED.

Voting Aye: Brooks, Hanson, Ellis, Emery, Kuharenko, Palo, Bergman, and Lian.

Voting Nay: None.

Abstaining: None.

Absent: Schroeder, Mason, Sanders, West, Ford, Riesinger, Danielson, Bail, Peterson, Johnson, Christianson, and Magnuson.

NON-ACTION ITEMS:

MATTER OF UND TRAFFIC SPEED STUDY UPDATE

Halford introduced Daba Gedafa and Mulugeta Amare from UND and said that they are here today to give a brief presentation on where they are at with the UND Traffic Speed Study update.

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Amare introduced himself and stated that he is here today to present their update on Traffic Speed, Traffic Calming Techniques, and Safety Implications for Pedestrians and Bicyclists.

Amare referred to a slide presentation (a copy of which is included in the file and available upon request) and gave a brief overview of where they are at with the study.

Presentation continued.

Slide 1: Outline – Amare stated that the outline of the presentation includes Introduction, Objectives and things they have done so far that they divided into three parts; Part I – Literature Review, Part II – Traffic Crash Data Analysis, Part III – Speed Data Analysis; and finally, Conclusions and Future Work.

Slide 2: Introduction – Amare said that as an introduction for the project, traffic safety are any measures that can be used to improve or to minimize the effect of traffic crashes or traffic deaths. He stated that they used traffic signs and traffic speed calming techniques as a safety measure, and the traffic speed was seen in terms of the minimum, maximum, and the 85th percentile speed of the average speed and the traffic speed calming techniques that would be considered for this project are only the engineering traffic speed calming techniques and the other techniques would not be considered.

Slide 3: Objectives – Amare commented that objectives of the project are determining the effects of traffic calming techniques; identifying hot spot areas, this is an analysis of the six-year crash data that they got from the city; and analyzing the effect of yield and stop signs.

Slide 4: Part I – Literature Review – Amare stated that they have picked three of the reviews that they have cited in the report and the first one is the Federal Highway Administration Traffic Calming ePrimer. He said that from this report there is a finding that says that the 85th percentile speed was found to decrease with the use of calming techniques which are speed humps, speed tables, median islands, circles and chokers. He stated that they also found that there was a significant decrease in the crash numbers or crash rate, as well as the crash severity, they have decreased up to 10% and 27% respectively.

Amare said that the second literature that they found was a diagnostic analysis of the effect of weather condition on pedestrian crash severity, and here the authors used some statistical regression modeling to see the effect of weather on the pedestrian crashes, and they found that the weather, like hot weather and the presence of rain, is a major contribution for the severe crashes and in addition the effect of driver inattention and reckless driving are also major contributing factors for severe crashes.

Amare stated that the third literature was a traffic safety fact by the National Highway Traffic Safety Administration that has shown that the majority of the crashes that occurred in the USA were due to speeding, and if we see the figures, between 8% of the fatal crashes, 13% of the injuries and 10% of the property damage only crashes were due to speeding, and 87% of the crashes in 2020 were on interstate roadways.

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Slide 5: Part II – Traffic Crash Data Analysis - Amare said that for the traffic crash data analysis they have used four techniques, the first two techniques are adopted from the HSIP and they have used the weighting factors that were proposed by the North Dakota Department Of Transportation Highway Safety Improvement Program (HSIP), for the equivalent property damage only technique (EPDO) and the Crash Rate Method uses a crash rate formula; and the last two are used for analysis of the temporal and spatial clustering of the traffic crashes in Grand Forks and East Grand Forks. He added that these are analysis tools.

Slide 6 – Study Area And Crash Data – Amare stated that here we can see the map of the crashes on the Grand Forks map; the lines are roads and the dots are crash locations, and there were around 2,048 crashes reported for the past 6 years from 2017 to 2022.

Slide 7 – Crash Data Summary – Figure 2 Number of crashes per crash factors – Amare said that in this report, they found that 45% of the crashes were speed related. He added that from the Vision Zero website in North Dakota they found that any crash that was related to careless driving, following too close, or driving too fast for conditions can be categorized as a speed related factor, having this definition they found that 45% of the crashes were due to speed and the second most contributing factor was failure to yield to pedestrians as well as drivers.

Slide 8 - Crash Data Summary – Figure 3 Age group and sex of drivers – Amare stated that this figure shows that males were involved in more crashes than females, but only by a small percentage for most age groups, and actually comparable in the 19 and under and 80-84 age groups.

Slide 9 – Crash Data Summary – Table 1 Crashes per road surface and weather conditions – Amare stated that most of the crashes, as we can see on the chart are occurring in clear weather and on dry surface conditions, so from this we can conclude that more than 41% of our crashes here in the city are occurring in a normal condition so the weather-related crashes aren't that much.

Slide 10 – Network Analysis by EPDO and CRM – Amare stated that these are the results from the EPDO and the CRM analysis. He said that the one indicated in the left-hand map is the area with the higher eco-balance property damage only, and these will be used as an input for further analysis of streets for the traffic speed study. He added that the map on the right-hand side is the street heat map for the crash rates results, and the ones indicated with the red dots are areas that have higher crash rates.

Slide 11 – Hotspot Analysis (Emerging Hot Spot Analysis) – Amare said that here they tried to see the temporal distribution of the crashes, if there was any crash, but they found that most of the crashes were not temporally clustered, that means the temporal distribution of the crashes were random. He added that only in the central east part of Grand Forks did they find some temporal relation for 90% of the time step intervals.

Slide 12 – Hotspot Analysis (Getis-Ord Gi*) – Amare stated that here they tried to indicate the hotspot and coldspot areas in Grand Forks and East Grand Forks, and the hotspot areas are the

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areas with the higher number of crash rates and the coldspot areas are the areas with the lower number of crash rates, so the hotspot areas were clustered in the northeast part and central parts of Grand Forks and the coldspots were clustered in the southeast and southwest and central parts of Grand Forks.

Slide 13 – Part III – Speed Data Analysis – Amare reported that this shows the three locations they have selected for the Speed Data Analysis; 6th Avenue North, South 34th Street, and South 25th Street. He said that these are the areas that they have done the speed data analysis so far, and the traffic signs that they used for their analysis are the in-crosswalk yield and the stop sign.

Slide 14 – Effect of Yield Sign – Amare stated that when we see the effect of the yield sign, for most cases the Average speed, the 85th Percentile speed, and the Maximum speed for the with condition were less than the without condition for both morning and afternoon as well as for both the east/west bound and the north/south bound movement.

Slide 15 – Effect of Stop Sign – Amare said that the same effect was seen when they applied the stop sign on the streets, and the Average, Maximum, and the 85th Percentile speed for most cases were lower than the without condition, and in most cases the average speed with yield sign or stop sign, was less than the posted speed limit.

Slide 16 – Significant Difference Test For Traffic Speed – Amare stated that here they tried to see if the difference in the average speeds for the with and without condition was significant or not and they have used a 95% confidence interval to check if the variation or if the use of these signs were significant in that area and from the overall analysis, as you can see in the green colored values in the right hand column, 100% of the total cases were statistically significant so the use of the yield and stop signs so far have resulted in significant reductions in the average speed of the vehicles.

Slide 17 – Conclusions – Amare said that their conclusions for the things that have happened so far are the cold spot locations were clustered in the southeast, central, and northwest parts of Grand Forks, while most of the clustered hot spots were found in the northeast and central parts of Grand Forks; there was spatiotemporal clustering in the central-east part of Grand Forks while the other areas did not show any significant temporal cluster patterns, and the average and 85th percentile speeds decreased when the in-crosswalk stop and yield signs were present, which could minimize the risk and probability of speed-related traffic crashes.

Slide 18 – Future Works – Amare stated that they are working on reviewing work related to the traffic speed calming techniques and they are going to do a cross-sectional analysis for those areas that they found are hot spots and the traffic speeds and yield study will continue at other sites and the sites will be selected based on crash hot spot analysis results that they did so far and things that they will do. He added that the analysis for the signal warrants at intersections will be done and the hot spot analysis result will be used as an initial criterion.

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QUESTIONS:

Kuharenko said, looking at the data that you collected, how many days' worth of data did you end up collecting with and without the yield pedestrian in crosswalk or stop signs in the crosswalk. Amare responded that at each location, on average they have spent around 7 to 10 days to collect the data. He added that they tried to see the effect of these signs on yielding but so far, due to a low number of pedestrians due to school being out and the areas they selected to study are near schools, they couldn't find a significant number of yielding cases, so they have tried to exclude that from this report. Kuharenko said, then that each with and without, morning and afternoon, for each of these locations you had 7 to 10 days' worth of data for each of those conditions, or in total for each site. Amare responded that it is total for each site, because for the data collection to minimize the effect of data validity within time, they have done the data for the with and without in fifteen-minute intervals every morning and afternoon.

Kuharenko said, then, with the stop yield sign in the pedestrian crosswalks, how long was that sign in place prior to collecting data. Amare responded that it was left on that street just before collecting the data.

Kuharenko stated that you mentioned that, and he thinks you have it in here as well, that in the locations you selected there weren't a whole lot of pedestrians at this time, about how many pedestrians did you end up counting throughout this period. Amare responded that on average there were about 20 to 30 at each site. Kuharenko asked how many hours of counting was done. Amare responded they did it every morning and every afternoon for two to three hours.

Kuharenko said that another question he has, and it might be more of a question for Daba, noted that the objectives that you have listed in here vary significantly from what approved by the MPO Technical Advisory Committee and the MPO Executive Policy Board back in October, do you care to speak a little bit more as to the changes to those objectives, and he isn't sure if that is a good question for Amare or Daba. Daba responded that he is sorry for the confusion, but the objectives included here are mostly what has been done so far, they have not changed any objectives from the original proposal, so at the end of the day they have to meet at least those objectives when they submit the report.

Kuharenko asked if he had any luck getting the speeding ticket data from the Grand Forks Police Department. Daba responded that they did. Kuharenko said, then, that that just hasn't made its way into the report yet. Amare responded that they have found that but he has tried to see some of the literature that was done on the traffic safety analysis and the speeding tickets are subjective to the time that the specific traffic departments are standing in that location and citing those drivers who are speeding above that specific value, so he didn't include that one into this traffic crash analysis but hopefully that will be used for selection of sites after he completed the traffic crash analysis. Kuharenko said that for him, he is looking at what we approved, this is what we have in here and seeing those differences, so he just wants to make sure that we bring that back in.

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Kuharenko said, kind of comparing what else he has in here, looking at recommended approaches to address traffic safety concerns, beyond the yield to pedestrians in crosswalk and the stop to pedestrians in crosswalks, what other approaches are you looking at. Amare responded that he also got some recommendation from his supervisor and they are trying to find some economical ways to use and semi-economical traffic calming techniques that they can apply on the street, but for the time being they are focusing on the yield signs, the stop sign, and the traffic calming techniques and hopefully they will add some more after they review some of the literatures.

Kuharenko explained that some of the main reasons he has been asking some of these questions is because he knows that from what they have seen historically is if you end up putting something out there that is brand new, the first couple of days, the first week, even the first month, they have noticed that people have a tendency to react as they may not normally react to something that is brand new, which is why for a lot of the things they have done in the past, they have something in place, have had it in place for a month before we do collect additional data on it; some of the concerns that he can see on this would be if he were to, say, put a delineator drum in a crosswalk, and it is something that isn't expected how would drivers react to that versus something that has been there for a month, and how are drivers going to react to that differently. He asked if they have looked into any information as to how long it takes for traffic to acclimate to a change in traffic control and taking that into consideration as well. Amare responded that he has tried to see a lot of literatures that are published so far, and in most of the studies the time range is from one week to one year, they did those studies or the without and with function, and there is no specific time that the drivers are used to the system or not, so he will try to search more and see if there is any literature on that.

Kuharenko said that he believes it was also mentioned that the speed ratings were taken at the location where those traffic control devices were located, correct. Amare responded they were. Kuharenko stated that that is another thing, too, that they have looked at when they have installed speed tables, somebody is going thirty miles an hour, they go to the speed table they are automatically going to slow down for that, however immediately after that they have noticed that the speed went back up, so things to think about, and like he said, basically just making sure that the objectives that have for the study in here, line those up with what we agreed upon and what was approved by both the Technical Advisory Committee and the Executive Policy Board, those are a couple of things that he wanted to point out. He added that he did notice that, he wants to say, this was brought to the Technical Advisory Committee back in February, does that sound right, and he knows that one of his colleagues made some comments on the age of the data and trying to get something that is newer, and he did see that you did a fair amount of that here as well, so thank you for that.

Daba stated that you mentioned about the state of some speed tables, can you share the information you have with them, just to see the state of those and then decide what we need to do in the future. Kuharenko responded that he will forward that data to him.

Halford thanked Amare and Daba for their hard work, we appreciate the update.

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Information only.

MATTER OF UPDATE ON URBAN BOUNDARY MAP

Kouba reported that this is just kind of an update for everybody to know that the MPO did turn in the Urban Aid Boundary before the June 1st deadline to the NDDOT. She referred to Map A and stated that is what everybody agreed upon and what was moved forward for approval. She stated the comment was that in some areas, you can see kind of in the airport area and there are a few other areas along as well that were a little too close to the actual census urban area that could create some confusion, so the feedback was to pull them away from that border a little bit more so you can see around the area, especially around the airport and there is a little bit more in the bottom southend area, just to make sure that it is clear that they are beyond. She added that she did also get that update back to the NDDOT before the June 1st deadline as well. She stated that since then she has not heard any comments as to whether or not they have any additional comments, that original comment was more of a first look, making sure that everything was correct before they move forward past their deadline, but she did want to make sure to let people know that it did change a little bit, but the overall intent is still encompassed in what we did change, other than that we are still waiting for comments back from the NDDOT, and as far as she knows we still have a September 1st deadline so we would need to do a final approval of the adjusted urban area as well as our MPO boundary area in August. She asked if either Wayne Zacher or Becky Hanson had heard anything new on this item.

Zacher responded that he doesn't have anything. He added that the timeline sounds about right, and he knows that Michael Johnson has looked at them and he believes they were sent to Erika Shepard as well, so MnDOT is reviewing them as well. Shepard said that they received the boundary maps, and she thinks the version they got was Map A and it looks like their comments were addressed in Map B. She added that she sent comments to Michael so she might just do a follow-up to say that it looks like everything looks good in Map B.

Kouba said that she just wanted to make sure that any additional comments and things like, she has not heard as to, once again this is just the draft from our MPO, it isn't a final version, and we kind of need to get the final approval done next month if we are going to continue to meet the September 1st deadline for a final version of our Adjusted Urban Boundary and MPO Study Area.

Zacher commented that, again, Michael worked on it and will get any comments back to you, and again, he is fine with it and he believes that once they are done with it then it goes to Federal Highway for their approval as well. Kouba asked if that would be after we give our final approval on it or are you assuming that this is the final. Zacher responded that, again, Michael has been running with it, but he believes that what happens after the DOTs give their approval, he believes Federal Highway has to approve it as well. Kouba responded that that is true, but mind you, this is only our draft, and we need to get a final approval from our Technical Advisory Committee and our Executive Policy Board, so if she does that in August to meet the September 1st deadline, because as far as she knows she would be suggesting this Map B in August. Zacher said that he was thinking that you were looking for final approval from them for August. Kouba

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stated that she understands, because as far as she knows the final maps and information deadline was on September 1st so she is trying to keep your deadline, so she will contact Michael Johnson to get a little more information on the status of this item.

Information only.

MATTER OF UNIFIED PLANNING WORK PROGRAM

Halford reported that she just wanted to start bringing this forward, just like the boundary discussion, it is always good to start talking about it before you see a final draft, so you have a little time to digest everything.

Halford stated that she really wanted to bring this forward to start talking about it, because we just recently had the discussion on changing our NDDOT contract to a single year contract so both MnDOT and NDDOT will have single year contracts, but we are keeping our work program at two-year cycles, so the only change we will do to that is that we are looking at doing it in more of a T.I.P. format where it that rolling two years so we always have that future time in front of us.

Halford said that right now we are working from the 2023-2024 work program, and then in the next month or two we will bring a draft forward to you to look at the 2024-2025 work program. She stated that she just wants everyone to start thinking ahead, looking for any kind of priority projects, they can be small or big, we've seen recently more opportunities for funding come available, so it is kind of good to have what we've had in past plans, those kind of illustrative lists, we never know what might pop up so it is always good to have a couple projects in our back pocket just in case we can fit it in. She stated that we would like to get an idea of projects that you really would like to get done in the next couple of years, so we want to bring those up and then kind of start getting the idea in your head and thoughts of as we are coming to the end of our MTP cycle, how do those timelines work, how did that format work for us in the past so when we start gearing up for the next cycle are you getting what you need out of these plans or should we change things up, should the timelines be different, should things be combined, so she kind of wanted to just throw some of those ideas out so you can start thinking about them, but in the near future, and what we will be discussing in the next month or two is just getting those lists of projects for the next couple of years, but still want you to think about the other stuff as well.

Ellis reported that Jon Mason and herself have been discussing a study on Highway 2 access points on the north/south portion of Highway 2 between Business 2 and the curve because we have new industrial use going on out there, plus there has been some discussion about Crystal Sugar possibly expanding where they store their beets and there is an access point to the south of 10th, because she knows we are studying 10th Street right now, so it would be another half mile south where there is an access that is currently an agricultural access that goes up and over our dike however we have a new asphalt plant going in out there, and that could possibly be another good location for a right in/right out if Transystems wanted to use that to unload, so just with everything going on they think that we would need some sort of study, particularly for safety on and off Highway 2. She added that they would be looking at doing this sooner rather than later,

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so if there is some potential funding or something that pops up next year, they would love to grab it for that. Halford said that 2024 would be ideal. Ellis responded that it would if possible, if there are additional fund out there that would be a good way, but they also discussed possibly Safe Streets For All funding as well, they could look at it at that point, but with it being MnDOT specific and with Safe Street For All we kind of want to focus more on local, she would prefer to do a separate study, because they would probably look at that access point and then maybe County Road 17, further down, and then maybe even the access point at Business 2, although that has been looked at quite heavily, but at least this study could maybe pick up on those recommendations, so she thinks they are ready to sit down and discuss it with the MPO, maybe do a conference call and decide how we want to approach, maybe just a narrative that you can have in your back pocket for the new work program.

Kuharenko commented that he thinks from the Grand Forks side, he knows that in the past we have looked at North 3rd Street and North 4th Street one-way pairs, we have discussed that in the past, but that always seems to come up at least once a year, with a couple of times a year discussion, and in particular what all we would need to do with Gateway Drive. He added that he thinks Nancy made a good point on the Safe Street For All in that it is kind of its own animal, and right now we are going through the planning portion of it and hopefully some of the things that come from that maybe we can pursue another Safe Streets For All grant to implement the Phase II portion of it as well.

Kuharenko stated that other things that come to mind, he knows we did our aerial this year so we are two years out for that so we would be looking at that project in 2025; our PCI Analysis and IRI Analysis, he thinks we did our last one in 2021, so we are probably going to be coming up on that again for 2025. He said that we have our continuing A.T.A.C. work, but that is an annual item, and we have the Grand Valley Study that we are starting later this year, correct. Halford responded that we are hopefully starting it later this year. Kuharenko said otherwise it will be in 2024 because that will address the Grand Valley area.

Halford said that, just to address the question on Grand Valley, and she met with a couple of Grand Forks people that had concern about the work load for this year, and being able to tackle that study, and we did reach out to a person and offered them the Planner position this week, but she hasn't heard back from them, so fingers crossed that they accept and then we can easily tackle Grand Valley, she thinks that would be a good one to get their feet wet.

Halford stated that next month she will bring forward a good draft for you to chew on and then we will go from there and hopefully we will get final approval in September.

Information only.

OTHER BUSINESS

- A. 2022/2023 Annual Work Program Project Update

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, July 12th, 2023**

- 1) Bicycle/Pedestrian Element Update: Halford said that we are really close to the finish line.
- 2) Street/Highway Element Update: Halford said that we are moving right along with this study.
- 3) Aerial Imagery – Halford reported that we are still looking at getting the final product in August.
- 4) Safe Streets For All – Halford reported that we are just buttoning up the contract and looking at getting signatures.

B. MPO Updates

- 1) Mid-Year Review – Halford reported that we had our Mid-Year Review on June 26th at the Hive. She said that that was the first time we had a meeting there and it worked out really well. She explained that we went over our work program, just an update on where things are at and how things are going. She said that we went over our funding balances, and then we found out that we weren't selected for a Title VI Audit next year.
- 2) August TAC Agenda Items – Halford reported that some items for the agenda include the Protect Grant, TIP Amendments, the new TIP, the Work Program and the Adjusted Urban Boundary Map, so just to prepare you for the August agenda.
- 3) Obligated 2023 Project Discussion – Kouba reported that basically just kind of trying to button up all the last-minute things for the final T.I.P. for the 2024-2027 timeframe. She said that she does have a lot of information from East Grand Forks, and she did get that information included in her list as well, and is looking for information from the NDDOT and the City of Grand Forks on where they are at with their projects, just a brief statement, such as the Washington Street Project was bid and then was moved back, and things like that, and she will probably need a little bit more information so if you can get it to her by July 26th she will include it in the spreadsheet and put it into the TIP so it will be part of the full document. Kuharenko said, then, you are looking for a one sentence deal. Kouba responded that would be fine, just where you are at, it will be able to say where the funding is at, basically it has probably been obligated but it is nice to have that note of where the project is at as of July 2023.
- 4) 2023-2026 T.I.P. Amendment #4 Update – Kouba reported that normally we don't update you on the progress of an amendment that has come through already, but we were thrown for a loop at our Executive Policy Board meeting

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, July 12th, 2023**

when they tabled the amendment until their July meeting, so it will be going back to the board next Wednesday.

Kouba explained that the East Grand Forks City Council representatives were concerned about the cost split on a local level, not necessarily on the funding for the federal amount.

Kuharenko asked for a brief overview of what was in the amendment. Kouba responded that the amendment was for the DeMers at 2nd and 4th Signal Project. She explained that originally the project was for \$1.2 Million but they pulled the signal at Business Highway 2 and 2nd, where East Side Express is located so the cost of the project was reduced to \$700,000, with \$284,970 in federal funding. She said that the States cost was \$630,000 and the city was to cover \$350,000, so there was some questions on the cost split and on some of the work, so we informed our MnDOT Representatives and Steve Emery and they have been discussing this.

Emery stated that he did send an email this morning that he had spoken to Mr. Vetter about this issue, and he thinks it will take some clarification from MnDOT to get this figured out. He said that when you look at the project the City's share went from about 35% to about 50% so the question from Mr. Vetter was why did their share go up, so he told Jon that he needs to be ready to explain why that happened.

Kouba said that hopefully this will all get figured out and we can get the amendment approved next Wednesday.

C. Agency Updates

- 1) Kristen Sperry said that she was just wondering if there were any questions on the Safe Streets For All or did all your questions get answered. Halford responded that she had a conversation with Sandy last week when Kristen was out on vacation, and they discussed some of the dates, when we collected the data, what date should she be putting in and just how she read it, and they got it all cleared up.
- 2) Nancy Ellis stated that they are working on their MOU, which she pulled minutes from last year when we approved writing the grant, and the MOU provided review from the council, and they approved that, but then for some reason she said that when we get a final one she would bring it back to the council, because they already approved it subject to attorney review, so she will have to fill out the dates and take it back to them for approval. She added that there shouldn't be any problem with it because we didn't make any major changes. Halford said that it has been a little while so a little update will probably be good. Ellis agreed, adding that it would be nice, and she would

**PROCEEDINGS OF THE
TECHNICAL ADVISORY COMMITTEE
Wednesday, July 12th, 2023**

hate to push it through and then have them go “hey, whatever happened with that”.

Halford asked if David would be doing the same on the Grand Forks side. Kuharenko responded that he would just assume, on the Grand Forks side, that since they did approve it with City Attorney approval and review, he would just as soon keep it that way and not take it back to them. Ellis said that in the minutes it said that she would bring it back, but they actually approved it, but she is still going to take it back with all of the dates and stuff in it so she will need help so that they have everything the same on both sides.

- 3) Steve Emery said that just an update on East Grand Forks Federal Sub-Target Project – they had a pre-con meeting yesterday with Opp Construction and they will be starting on that project on July 24th and wrapping it up by the middle of October.
- 4) David Kuharenko stated that the DOTs worked with their consultant on the I-29 Interchange, and they will likely be bringing something forward to the City Council on that as well as the 42nd Street Underpass for both of those environmental documents. He said that those projects will continue to move on.

Information only.

ADJOURNMENT

MOVED BY ELLIS, SECONDED BY KUHARENKO, TO ADJOURN THE JULY 12TH, 2023 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:34 P.M.

MOTION CARRIED UNANIMOUSLY.

Respectfully submitted by,

Peggy McNelis, Office Manager



MPO Staff Report
Technical Advisory Committee:
August 9, 2023
MPO Executive Board:
August 16, 2023

RECOMMENDED ACTION: Approval of the Final Draft Urban Area Boundary and MPO Study Area.

TAC RECOMMENDED ACTION:

Matter of the Approval of the 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 May, the TAC and Executive Board approved the draft map of the adjusted urban boundary and the MPO study area. The map that was approved is map A. This was submitted to NDDOT before the June 1st deadline they had for the draft boundaries.

FTA, FHWA, and MnDOT have returned comments to NDDOT. For FHWA, they did not want a divided boundary for each State in the MPO area. This was done for the last adjusted urban area. The Forks MPO has removed it. MnDOT requested that the portion of MN 220 north of 23rd St NW be included in the adjusted urban area. They also asked that the classified portion of Rhinehart Dr/445th Ave SW be included in the adjusted urban area. MPO staff has made these changes.

NDDOT has set a deadline of September 1st for them to receive the final adjusted urban area and MPO study area boundaries. The included map is the adjusted urban area and updated MPO planning area boundaries that staff is recommending be adopted.

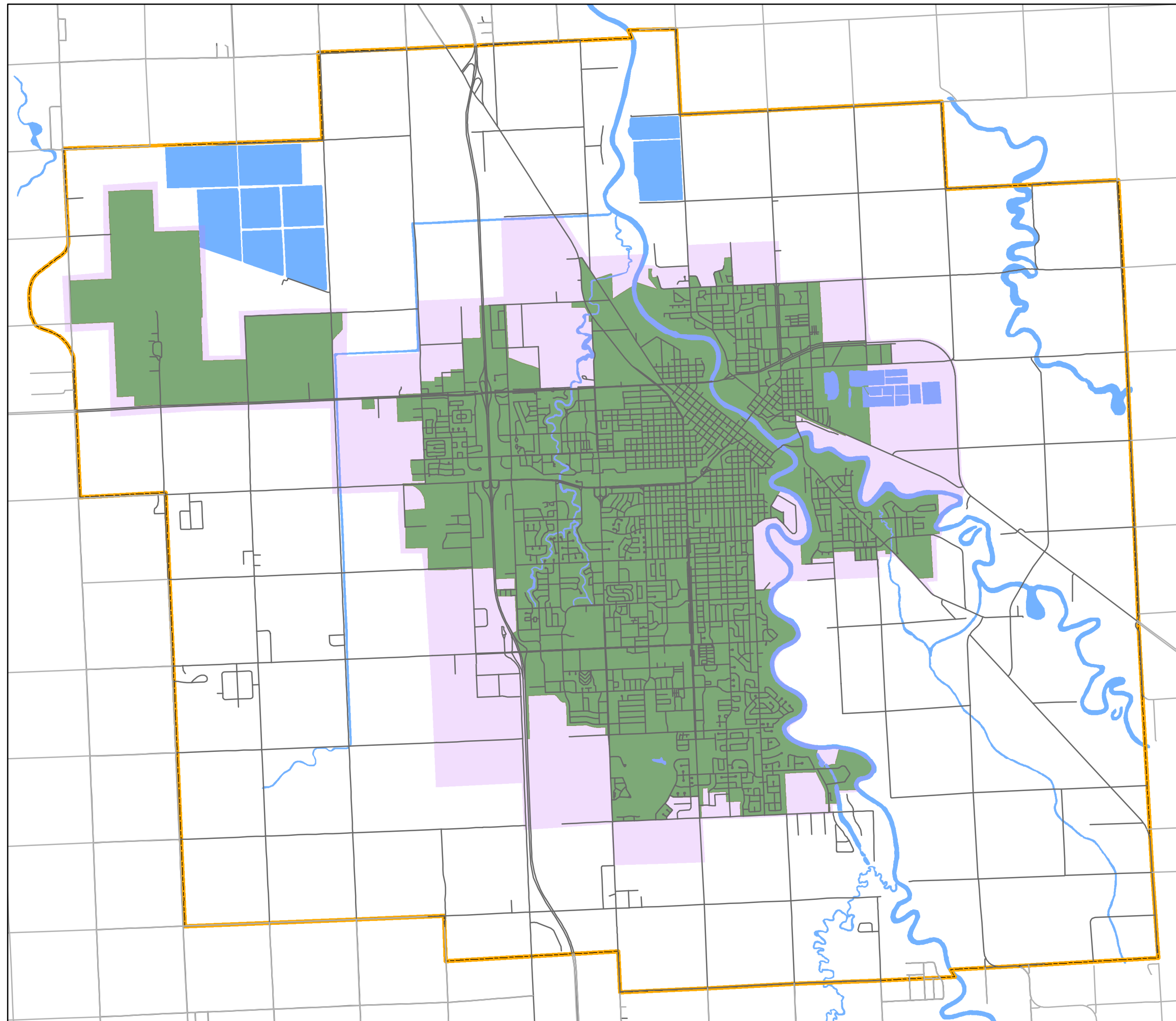
Findings and Analysis






- All comments have been addressed.
- All information for Final MPO Adjusted Federal Aid Urban Area Boundary is due to NDDOT by September 1st.

Support Materials:

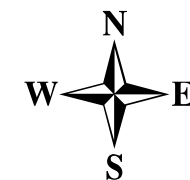
- Final Draft Map

Final Draft GF-EGF MPO Study Area & Adjusted Urban Area



-  2020 Census Urban Area
-  Final Draft Adjusted Urban Area
-  Final Draft MPO Planning Area
-  Roads
-  Water

0 1 2
Miles





MPO Staff Report

Technical Advisory Committee: August 9, 2023

MPO Executive Board: August 16, 2023

RECOMMENDED ACTION: Approval of the FY2023-2026 TIP Amendment 6 to the MPO Executive Board.

TAC RECOMMENDED ACTION:

Matter of approval of the FY2023-2026 TIP Amendment 6 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:

- Change in year and cost

Project as it is currently in TIP

Grand Forks	Grand Forks	University Ave DOT- AAR# 081287Y	New signal installation	REMARKS:								
#123031	NDDOT	Minor Arterial										
PCN												
	Railroad Crossing	Railroad										
			Federal Railroad Funds									
										TOTAL		
										TOTAL		

Project Amendment:

Grand Forks	Grand Forks	University Ave DOT- AAR# 081287Y	New Signal Installation	REMARKS: Moved from 2024 to 2023								
#123031	NDDOT	Minor Arterial										
PCN 24059												
	Railroad Crossing	Railroad										
			Federal Railroad Funds									
										TOTAL		
										TOTAL		

- New project added in 2023.

Grand Forks #123050 PCN 24073	Grand Forks	6th Ave N DOT-AAR# 062502G	Surface rehabilitation	REMARKS:											
	NDDOT	Major Collector							Operations						
									Capital						
									P.E.						
	Railroad Crossing	Railroad		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				140,475	140,475				CONSTR.	140,475					
				Federal Railroad Funds					TOTAL	140,475					

Findings and Analysis

- Change in year and cost.
- The addition of a new project is a cause for an amendment.
- Amendment process needs a public hearing.
- The proposed project amendments are consistent with the MPO MTP.

Support Materials:

- Amendment 6 – FY2023-2026 document
- Public hearing notice.
- NDDOT 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	FUTURE									
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES									
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	2023	2024	2025	2026							
										OPERATIONS	CAPITAL	P.E.	CONSTR.							
									TOTAL											
Grand Forks #121003b PCN 24023	Grand Forks	32nd Ave S	NDDOT will do CPR, Chip Seal, and Pavement Marking on 32nd Ave S (US-81) from I-29 to S Washington St	REMARKS: This project is split from another project. Funding coming from 2 Federal funding sources then combined into one TIP listing.																
	NDDOT	Principal Arterial														OPERATIONS				
	Rehabilitation	Discretionary														CAPITAL				
																P.E.				
																R.O.W.				
TOTAL	2,000,000	1,618,600	170,516		210,884	CONSTR.	2,000,000													
Urban Program & Urban Regional Secondary Roads Program									TOTAL	2,000,000										
Grand Forks #118001 PCN	Grand Forks	N/S 42nd St	This is the Preliminary Engineering Phase of the 42nd St & DeMers Ave Railroad Overpass Project	REMARKS: Needed to get CATEX Approval																
	Grand Forks	Minor Arterial														OPERATIONS				
	Preliminary Engineering	Discretionary														CAPITAL				
																P.E.	6,400,000			
																R.O.W.				
TOTAL	6,400,000	5,120,000	320,000		960,000	CONSTR.														
									TOTAL	6,400,000										
Grand Forks #123031 PCN 24059	Grand Forks	University Ave DOT-AAR# 081287Y	New Signal Installation	REMARKS: Moved from 2024 to 2023																
	NDDOT	Minor Arterial														OPERATIONS				
	Railroad Crossing	Railroad														CAPITAL				
																P.E.				
																R.O.W.				
TOTAL	298,438	298,438				CONSTR.	298,438													
Federal Railroad Funds									TOTAL	298,438										

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	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL		2023	2024	2025	2026		
										Operations					
									Capital						
									P.E.						
									R.O.W.						
									CONSTR.						
									TOTAL						
Grand Forks #123050 PCN 24073	Grand Forks	6th Ave N DOT-AAR# 062502G	Surface rehabilitation												
	NDDOT	Major Collector													
	Railroad Crossing	Railroad													
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				140,475	140,475				CONSTR.	140,475					
				Federal Railroad Funds					TOTAL	140,475					
Grand Forks # PCN															
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
									CONSTR.						
									TOTAL						
Grand Forks # PCN															
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
									CONSTR.						
									TOTAL						

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
				FUNDING SOURCE					CONSTR.					
				TOTAL					TOTAL					
Grand Forks #123021	Varies	Varies	LED Lights- Minot and Grand Forks District	REMARKS:										
PCN 23283	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	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:										
PCN 23912	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 #123034	Grand-Forks	University Ave DOT-AAR# 081287Y	New signal installation	REMARKS:										
PCN	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			

FW: Grand Forks Project 2023 Rail Safety Funds - construction in 2024

From: Zacher, Wayne A. (wzacher@nd.gov)
 To: teri.kouba@theforksmo.org
 Cc: stephanie.halford@theforksmo.org
 Date: Friday, July 14, 2023 at 07:52 AM CDT

Teri,

RR projects are still changing a bit.

[Wayne Zacher](#)
 MPO Coordinator/Transportation Engineer

701.328.4828 • wzacher@nd.gov

From: Styron, James D. <jstyron@nd.gov>
Sent: Friday, July 14, 2023 7:50 AM
To: Zacher, Wayne A. <wzacher@nd.gov>
Subject: RE: Grand Forks Project 2023 Rail Safety Funds - construction in 2024

Wayne,
 We had a revision to the Grand Forks crossing projects because of budget constraints.
 We removed the Hwy2/Gateway drive project. The cost estimate came in higher than expected.
 Also, we did receive the BNSF cost estimate for 6th Ave N, which we added a project number and PCN through Programming.

DOT NO.	RR MP	RR ID.	# TRKS/ Length	City/County	ROADWAY/FUNCT. CLASS	FED EST.	TOTAL COST EST.	% SPLITS	PROJECT NUMBER	PCN	REMARKS
081287Y	107.707	BNSF	Surf Lift	Grand Forks/Grand Forks	University Ave/Minor Art U	\$141,035.00	\$135,935.00	100% Fed	RSU-6-986(200)	24003	City request – No local match required
081287Y	107.707	BNSF	New Sig.	Grand Forks/Grand Forks	University Ave/Minor Art U	\$298,438.00	\$293,338.00	100% Fed	RSU-6-986(201)	24059	City request – No local match required
062502G	0.0595	BNSF	1/56-FT	Grand Forks/Grand Forks	6th Ave. N/Maj. Coll. U	\$140,475.00	\$135,375.00	100% Fed	RSU-6-986(202)	24073	City request – No local match required

On the 6th Ave N crossing surface rehab project; BNSF has available material to complete this construction season. City will cover costs for traffic control and concrete approach work.

Thanks,

Jim Styron
 Hwy/Rail Crossing Safety Manager

From: Styron, James D.
Sent: Monday, July 10, 2023 10:16 AM
To: Zacher, Wayne A. <wzacher@nd.gov>
Subject: Grand Forks Project 2023 Rail Safety Funds - construction in 2024

Hey Wayne,
 Per our conversation, please find below the list of 2023 project for Grand Forks:

DOT NO.	RR MP	RR ID.	# TRKS/ Length	City/County	ROADWAY/FUNCT. CLASS	FED EST.	TOTAL COST EST.	% SPLITS	PROJECT NUMBER	PCN	REMARKS
081287Y	107.707	BNSF	Surf Lift	Grand Forks/Grand Forks	University Ave/Minor Art U	\$141,035.00	\$135,935.00	100% Fed	RSU-6-986(200)	24003	City request
081287Y	107.707	BNSF	New Sig.	Grand Forks/Grand Forks	University Ave/Minor Art U	\$298,438.00	\$293,338.00	100% Fed	RSU-6-986(201)	24059	City request
081297E	106.848	BNSF	1/120-FT	Grand Forks/Grand Forks	Hwy 2/Gateway/Princ. Art. U	\$122,100.00	\$130,000.00	Fed 90 - State 10	RSU-6-002()357	24---	GF District request
062502G	0.0595	BNSF	1/56-FT	Grand Forks/Grand Forks	6th Ave. N/Maj. Coll. U	\$115,100.00	\$110,000.00	100% Fed	RSU-6-	24---	City request

Requests for project numbers and PCNs have been send to Programming, for the last two Grand Forks crossing projects. Once received, I will share with you. Also, the cost estimates are current guest-a-mates. Awaiting BNSF official cost estimates.
 If you need anything else – just give me a holler.

Thanks,

[Jim Styron](#)
 Hwy/Rail Crossing Safety Manager

701.328.4409 (o) • jstyron@nd.gov • www.dot.nd.gov



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the proposed amendment to the MPO FY2023 to FY2026 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held during a regular, monthly meeting of the MPO's Technical Advisory Committee (TAC). The meeting 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 August 9th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

A copy of the proposed amendment is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the proposed amendment can be submitted to the email address info@theforksmpo.org before noon on August 9th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes. 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. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Stephanie Halford of GF-EGFMPO at 701-746-2660. 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-EGF MPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.



MPO Staff Report
Technical Advisory Committee:
August 9, 2023
MPO Executive Board:
August 16, 2023

STAFF RECOMMENDED ACTION: Approval of Final FY2024-2027 TIP

TAC RECOMMENDED ACTION:

Matter of the Final FY2024-2027 TIP.

Background:

Annually, the MPO, working in cooperation with the State DOTs and transit operators, develop a Transportation Improvement Program (TIP), which also serves as the transit operators' Program of Projects (POP). The TIP covers a four-year period and identifies all transportation projects scheduled to have federal transportation funding. 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.

In May a public hearing on the draft list of projects for the MPO area was held at the Technical Advisory Committee meeting. No comments were received. This month we will finish the TIP process with the adoption of the final TIP document.

The MPO posted a draft TIP for public review and comment. The draft was available 10 days prior to the scheduled public hearing. The public hearing will be held during the August 9th TAC meeting.

The MPO Executive Board will be requested to approve the draft Final TIP for 2024-2027 for the entire MPO study area. Once adopted and approved, the TIP is inserted in the STIP by reference and cannot be modified without MPO approval. As such, the TIP is the referenced document for any decisions regarding projects programmed, project scopes, and project financing.

Findings and Analysis:

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

Support Materials:

- Copy of Draft 2024-2027 TIP project list out for public comment can be found on the MPO website. https://www.theforksmmpo.org/news/what_s_new/test_news_2
- Copy of Public Hearing Notice.



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the MPO 2024 to 2027 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will start at 1:30 PM on August 9th. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The Final TIP lists all transportation improvement projects programmed to be completed between the years of 2024 to 2027. A copy of the Final TIP is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the Final TIP can be submitted to the email address info@theforksmpo.org until noon on August 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. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes. For further information, contact Teri Kouba at 701-746-2660.

The GF-EGF MPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Stephanie Halford of GF-EGF MPO at 701-746-2660. 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-EGF MPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.



MPO Staff Report
Technical Advisory Committee:
August 9, 2023
MPO Executive Board:
August 16, 2023

RECOMMENDED ACTION: Preliminary approval of the Unified Planning Work Program 2024 & 2025.

TAC RECOMMENDED ACTION:

Matter of preliminary approval of the Unified Planning Work Program 2024 & 2025.

Background:

The MPO prepares a work program listing the activities that will be accomplished with consolidated planning grant funding from the USDOT. The program is titled the Unified Planning Work Program and covers a two-year period. The MPO has prepared a new work program listing activities that will be accomplished with the federal Consolidate Planning Grant (CPG) and a planning grant from Minnesota, which helps off-set local match.

We are currently working on the Street & Highway Plan, which is scheduled to get final approval in December of 2023. We are gearing up for the Safety Action Plan using our Safe Streets For All (SS4A) Grant as well as buttoning up a few other projects.

The MPO is planning out the activities for 2024 and 2025, which are outlined in the UPWP draft. Moving forward we will revisit the UPWP around this time every year to plan out the next two years. This will give the MPO and our partners time to prepare and plan.

Findings and Analysis

- The MPO is required to prepare a Unified Planning Work Program

Support Materials:

- UPWP draft

2024-2025 UNIFIED PLANNING WORK PROGRAM COVER SHEET

A WORD FROM THE GF/EGF MPO EXECUTIVE DIRECTOR

The Grand Forks-East Grand Forks Metropolitan Planning Organization provides a forum for public officials, citizens, and other interest groups to establish policies and plans to effectively deal with various metropolitan issues. Our principal role is to harmonize the activities of federal, state, and local agencies; and to render assistance and encourage public participation in the development of the metro area. We are involved in community development assistance, environmental and intergovernmental coordination, and area-wide multi-modal transportation (autos, buses, biking, walking) planning and programming.

**STEPHANIE HALFORD
GF-EGF MPO EXECUTIVE DIRECTOR**

GRAND FORKS/EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

2024-2025 UNIFIED PLANNING WORK PROGRAM

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Funding supporting preparation of the UPWP provided by:



U.S. Department
of Transportation
**Federal Transit
Administration**



U.S. Department
of Transportation
**Federal Highway
Administration**



Grand Forks - East Grand Forks
**METROPOLITAN
PLANNING ORGANIZATION**



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Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

ADOPTION OF 2024-2025 UNIFIED PLANNING WORK PROGRAM

The signature below constitutes the official adoption of the 2023-2024 Unified Planning Work Program (UPWP) by the Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO). The Unified Planning Work Program (UPWP) was adopted by the MPO Executive Policy Board at its _____, 2023 meeting.

By: _____ Date: _____
Warren Strandell, Chair
GF-EGF MPO

Title VI/Non-Discrimination Notice To The Public

The Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes he or she has been aggrieved by an unlawful discriminatory practice under Title VI may file a complaint with the GF-EGF MPO.

For more information on the GF-EGF MPO's Title VI/Non-Discrimination Program and the procedures to file a complaint, contact Stephanie Halford, Executive Director/Title VI Coordinator, at stephanie.halford@theforksmpo.org, by phone at: (701) 746-2660, or by visiting in person at either 255 North 4th Street, Grand Forks, ND 58203 or 600 DeMers Avenue, East Grand Forks, MN 56721. Complaint instructions and forms can also be found in the Title VI/Non-Discrimination Program and Limited English Proficiency Plan online at: www.theforksmpo.org. If you would like a hard copy of the complaint instructions and/or forms mailed to you, or if Title VI information is needed in another language or another format, please contact the GF-EGF MPO.

Title VI Assurance

The Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO) hereby gives public notice that it is the policy of the GF-EGF MPO to fully comply with the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Rehabilitation Act) and related statutes and regulations in all programs and activities. Title II of the American with Disabilities Act (ADA) requires all state and local government agencies to take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the GF-EGF MPO has a right to file a formal complaint with the GF-EGF MPO or the North Dakota Department of Transportation. Any such complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant, and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available as a reasonable modification for persons with disabilities upon request. Complaints should be submitted by the complainant and/or his/her/their designee as soon as possible but no later than sixty (60) calendar days after the alleged discriminatory occurrence and should be filed with the GF-EGF MPO's Executive Director. For more information, or to obtain a Discrimination Complaint Form, please see the GF-EGF MPO's website at: www.theforksmpo.org, or visit our offices at: 255 North 4th Street, Grand Forks, ND 58203 or 600 DeMers Avenue, East Grand Forks, MN 56721.

**RESOLUTION APPROVING THE GRAND FORKS-EAST
GRAND FORKS METROPOLITAN PLANNING
ORGANIZATION’S 2024-2025 UNIFIED PLANNING WORK
PROGRAM AND AUTHORIZING EXECUTION OF
AGREEMENTS**

The Grand Forks-East Grand Forks Metropolitan Planning Organization’s Executive Policy Board, after due consideration, hereby makes the following findings:

1. The 2024-2025 Unified Planning Work Program (UPWP) for the Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO) provides for a comprehensive transportation planning program in keeping with the policies of the GF-EGF MPO.
2. The UPWP requires that agreements with funding agencies be entered into and that the GF-EGF MPO Chair and Executive Director be authorized to execute said agreements.
3. The UPWP includes an estimate of hours and costs for various tasks. During the course of work on certain tasks estimates may understate or overstate the needed level of effort due to complete planned work, and minor amendments to the UPWP may be needed to better align project budgets with expenditures.

IN CONSIDERATION OF THESE FINDINGS, IT IS HEREBY RESOLVED by the GF-EGF MPO Executive Policy Board that:

1. The 2024-2025 Unified Planning Work Program for the GF-EGF MPO is hereby approved;
2. The GF-EGF MPO Chair and Executive Director are authorized to enter into agreements and amendments as needed with appropriate state and federal agencies to provide funding for activities approved in the UPWP;
3. The GF-EGF MPO commits to the provision of a 20% local match to state and federal planning funds;
4. It is acknowledged that full UPWP amendments per current policy of the NDDOT and FTA/FHWA will require formal action by the GF-EGF MPO Executive Policy Board; and
5. The Executive Director is authorized, without action by the Executive Policy Board, but with notice provided to the Board, to enter into administrative amendments to the UPWP per the policy of the NDDOT and FTA/FHWA as may be necessary.

Upon motion by _____, seconded by _____, this
_____ day of _____, 2023.

GRAND FORKS-EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

By: _____ Chair

ATTEST: _____ Dated: _____



TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION STATEMENT

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

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

Grand Forks-East Grand Forks
Metropolitan Planning Organization

North Dakota Department Of
Transportation

Signature

Signature

Title

Title

Date

Date

In addition to those requirements outlined; in 23 CFR 450.336, the GF-EGF MPO is also required that its transportation planning process complies with additional Federal requirements, as follows:

- Private Enterprise Participation in the GF-EGF MPO's Planning Process (49 U.S.C. 1607 and 1602 (c))
- Drug Free Workplace Certification (49 CFR, Part 29, sub-part F)
- Restrictions on Influencing Certain Federal Activities (49 CFR, Part 20)
- Restrictions on Procurements from Debarred or Suspend Persons/Firms (49 CFR, Part 29, sub-parts A to E)
- Executive Order 12898 – Environmental Justice in Metropolitan Transportation Plan

The GF-EGF MPO Executive Policy Board also certifies that the 3-C (continuing, comprehensive, and cooperative) planning process used in the GF-EGF MPO Metropolitan area complies with the above federal requirements.

Every three years the GF-EGF MPO reviews the federal regulations in relationship to the GF-EGF MPOs planning program and generates a Metropolitan Transportation Planning Process Certification document to identify the Executive Policy Board requirements in meeting the intent of federal legislation. Annually, as part of the Transportation Improvement Program (T.I.P.), the Executive Policy Board chair signs on behalf of the full Policy Board a self-certification statement (as shown above) expressing the Board's confidence that the GF-EGF MPO's planning activities are following the federal requirements noted above.

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INTRODUCTION

This document is the Unified Planning Work Program (UPWP) for the Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO).

In 1997, authorization was granted by the North Dakota Department of Transportation (NDDOT) to prepare a work program covering two program years. This UPWP covers 2024 and 2025. The UPWP identifies the activities for the metropolitan area that involve transportation planning.

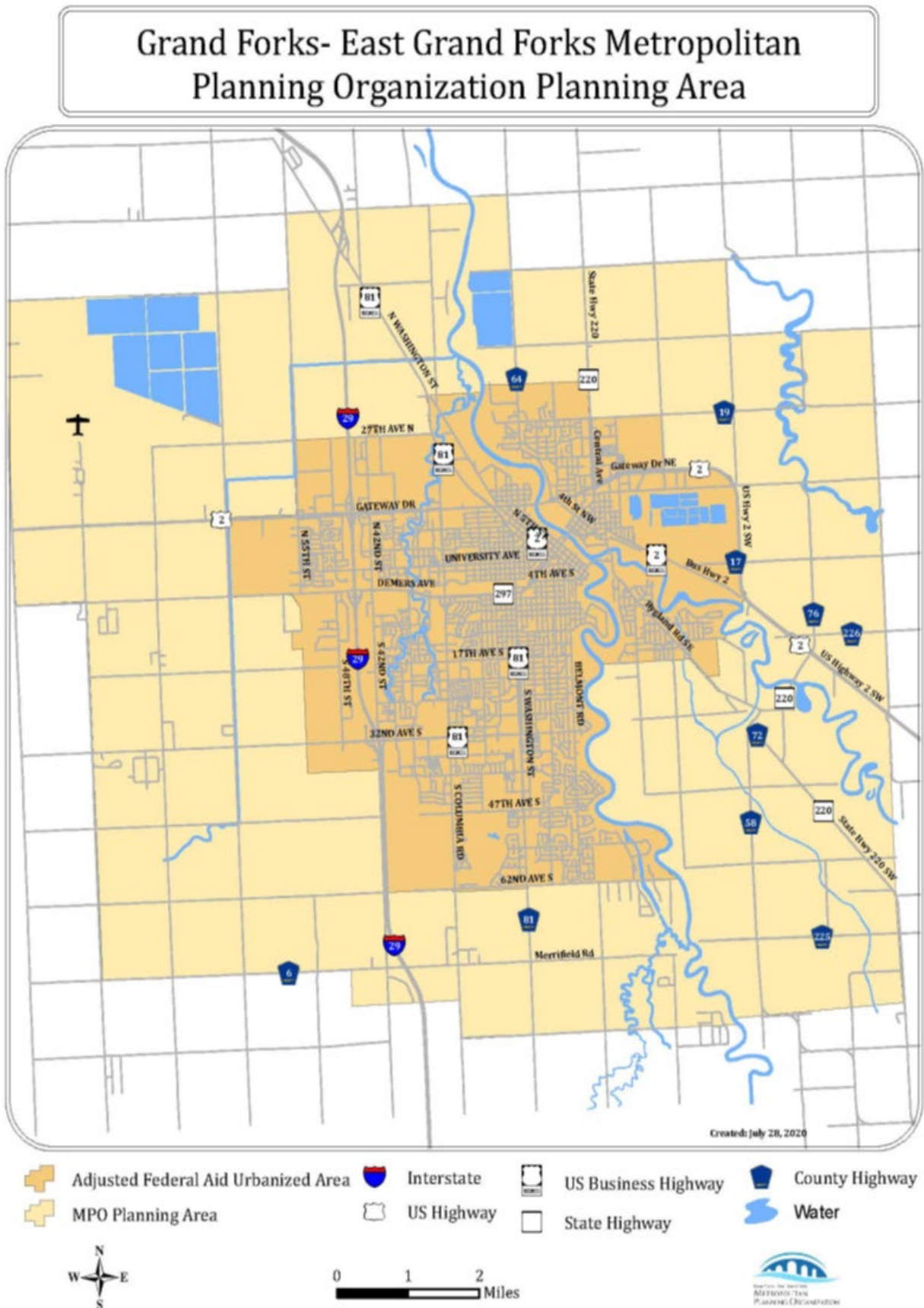
The final UPWP was developed in cooperation with the MPO, the respective state departments of transportation and local transit operators.

The basic format of the UPWP remains unchanged, with three major program areas:

- 100 – Program Administration
- 200 – Program Support and Coordination
- 300- Planning and Implementation

The UPWP has tasks that add flexibility of funding programming. Flexibility has been encouraged by the NDDOT to reduce the potential for numerous amendments due to underestimation of funding.

FIGURE 1: GF-EGF MPO STUDY AREA



GF-EGF MPO REPRESENTATION

COUNTIES:

Grand Forks County, North Dakota

Polk County, Minnesota

CITIES:

Grand Forks, North Dakota

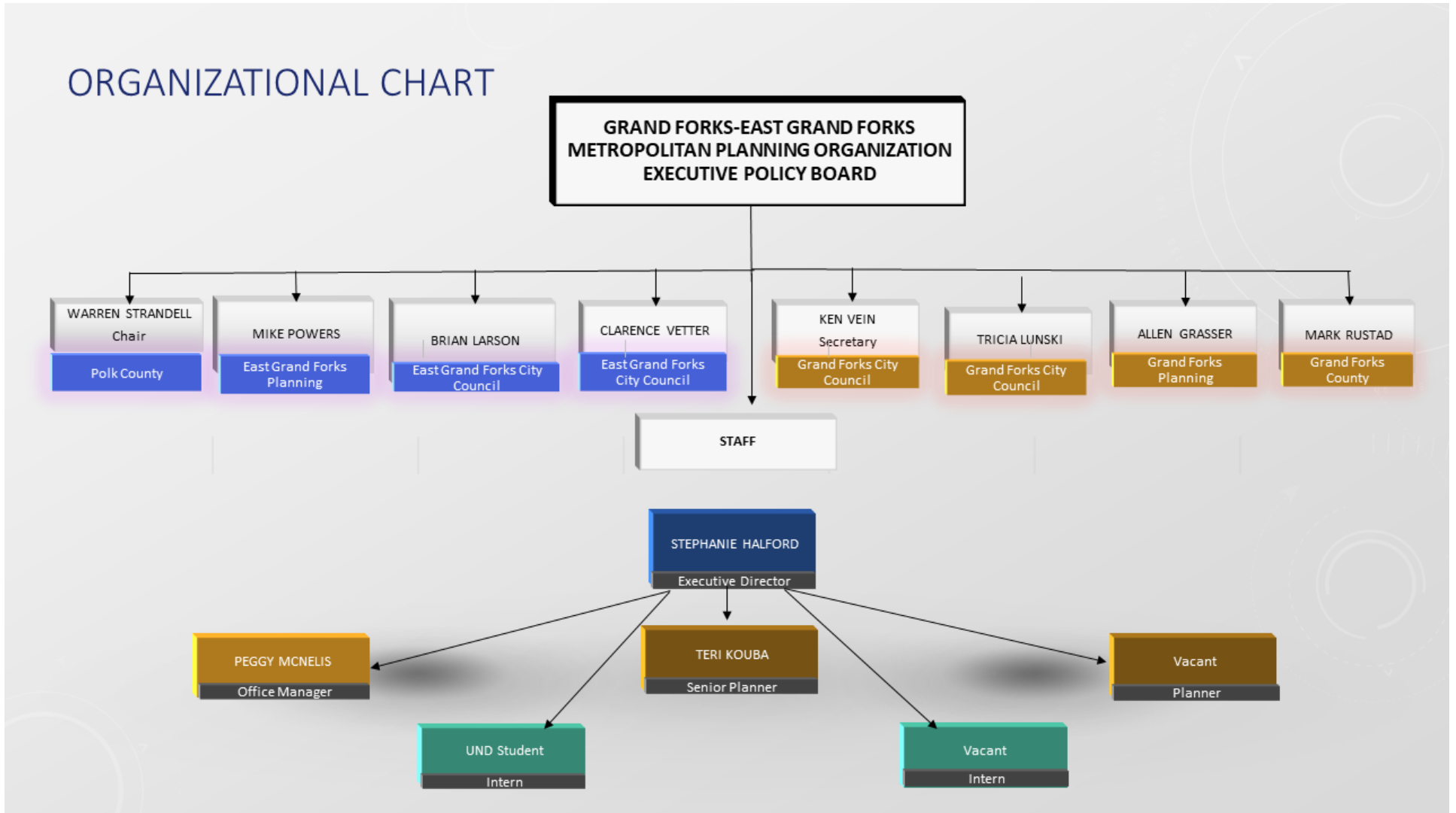
East Grand Forks, Minnesota

The GF-EGF MPO is directed by an eight (8) member Executive Policy Board comprised of elected officials representing the GF-EGF MPOs partner agencies. The current Executive Policy Board Representative are listed in Table 1 and Figure 2 below.

Table 1: GF-EGF MPO Executive Policy Board Representatives

Executive Policy Board Members	Agency Represented
Warren Strandell, Chair	Polk County
Ken Vein, Secretary	Grand Forks City Council
Tricia Lunski	Grand Forks City Council
Clarence Vetter	East Grand Forks City Council
Marc DeMers	East Grand Forks City Council
Al Grasser	Grand Forks Planning and Zoning
Mike Powers	East Grand Forks Planning and Zoning
Bob Rost	Grand Forks County

Figure 2: GF-EGF MPO Executive Policy Board Organizational Chart



The GF-EGF MPO is advised by a thirteen (13) member Technical Advisory Committee (TAC) that reviews and formulates recommendations to the Executive Policy Board regarding the Unified Program Work Plan (UPWP), the Metropolitan Transportation Plan (MTP), the Transportation Improvement Plan (TIP), and other plans and studies prepared by the GF-EGF MPO. The current voting and non-voting Technical Advisory Committee (TAC) members are listed in Table 2 and Table 3 below.

Table 2: GF-EGF MPO Technical Advisory Committee Voting Members

Voting Technical Advisory Committee Members	Agency Represented
Wayne Zacher	NDDOT-Local Government Bismarck
Jon Mason	MnDOT-District 2 Bemidji
George Palo	NDDOT-Grand Forks District
David Kuharenko	Grand Forks City Engineering
Steve Emery	East Grand Forks Engineering
Nick West	Grand Forks County Engineer
Rich Sanders	Polk County Engineer
Ryan Brooks	Grand Forks Planning and Zoning
Nancy Ellis	East Grand Forks Planning and Zoning
Dale Bergman	Cities Area Transit
Nels Christianson	BNSF Railway Company
Ryan Riesinger	Airport Authority
Lane Magnuson	Grand Forks County Planning and Zoning

Table 3: GF-EGF MPO Technical Advisory Committee Non-Voting Members

Non-Voting Technical Advisory Committee Members	Agency Represented
Michael Johnson	NDDOT-Local Government Bismarck
Patrick Hopkins	MnDOT-District 2 Bemidji
Jason Peterson	NDDOT-Grand Forks District
Christian Danielson	Grand Forks City Engineering
Brad Bail	East Grand Forks City Engineering
Sandy Zimmer	Federal Highway Administration – ND
Kristen Sperry	Federal Highway Administration – ND
Robertta Retzlaff	Federal Highway Administration – MN
Ranae Tunison	Federal Transit Administration – Denver
Anna Pierce	MnDOT-St. Paul, MN
Steve Gander	Mayor of East Grand Forks
Brandon Bochenski	Mayor of Grand Forks

Table 4 lists the current GF-EGF MPO full-time employees (Executive Director, Senior Planner, Office Manager, and Intern). It also notes a vacant planner position and vacant intern position.

Table 4: GF-EGF MPO Employees

Full-Time Staff Members	Titles
Stephanie Halford	Executive Director
Teri Kouba	Senior Planner
Vacant	Planner
Peggy McNelis	Office Manager
UND Student	Intern
Vacant	Intern

MEETING SCHEDULES

The dates for all of the GF-EGF MPO Executive Policy Board and Technical Advisory Committee meetings are posted on the MPO Website at: www.theforksmmpo.org; on the City of Grand Forks' Website at: www.grandforksgov.com, and on the City of East Grand Forks' Website at: www.egf.mn.

Generally, the GF-EGF MPO Technical Advisory Committee meets the second Wednesday of each month and the GF-EGF MPO Executive Policy Board meets the third Wednesday of each month, although special meetings may be scheduled and meeting dates may be changed due to lack of agenda items, schedule conflicts, etc. The tentative 2024/2025 meeting schedules for both the Executive Policy Board and the Technical Advisory Committee are shown below:

Table 5: Tentative 2024 Meeting Schedule

(Meetings may be cancelled if there are no immediate action items and additional meetings may be scheduled if needed)

TECHNICAL ADVISORY COMMITTEE	MPO EXECUTIVE POLICY BOARD
January 10, 2024	January 17, 2024
February 14, 2024	February 21, 2024
March 13, 2024	March 20, 2024
April 10, 2024	April 17, 2024
May 8, 2024	May 15, 2024
June 12, 2024	June 19, 2024
July 10, 2024	July 17, 2024
August 14, 2024	August 21, 2024
September 11, 2024	September 18, 2024
October 9, 2024	October 16, 2024
November 13, 2024	November 20, 2024
December 11, 2024	December 18, 2024

**Table 6: Tentative 2025 Meeting Schedule
(Meetings may be cancelled if there are no immediate action items and additional meetings may be scheduled if needed)**

TECHNICAL ADVISORY COMMITTEE	MPO EXECUTIVE POLICY BOARD
January 8, 2025	January 15, 2025
February 12, 2025	February 19, 2025
March 12, 2025	March 19, 2025
April 9, 2025	April 16, 2025
May 14, 2025	May 21, 2025
June 11, 2025	June 18, 2025
July 9, 2025	July 16, 2025
August 13, 2025	August 20, 2025
September 10, 2025	September 17, 2025
October 8, 2025	October 15, 2025
November 12, 2025	November 19, 2025
December 10, 2025	December 17, 2025

GF-EGF MPO HISTORY/BACKGROUND

The Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO) was established in 1982 as a planning organization for the Grand Forks-East Grand Forks area. The Cities of Grand Forks, Grand Forks County, North Dakota and East Grand Forks, Polk County, Minnesota have joined together to ensure efficient, coordinated action in resolving intergovernmental issues.

The GF-EGF MPO provides a forum for public officials, citizens, and other interest groups to establish policies and plans to effectively deal with various metropolitan issues. The GF-EGF MPO also serves as a technical assistance and planning agency to complete studies and identify solutions to common metropolitan problems. Additionally, the GF-EGF MPO is responsible for disseminating information and promoting sound development throughout the area.

The principal role of the GF-EGF MPO is to harmonize the activities of federal, state, and local agencies; and to render assistance and encourage public participation in the development of the area. Specific programs the GF-EGF MPO is directly involved in include community development assistance, environmental and intergovernmental coordination, and area wide multi-modal transportation (auto, bus, bike, pedestrian) planning and programming.

The GF-EGF MPO is comprised of an eight-member Executive Policy Board that represents the metropolitan area and establishes overall policy direction for all aspects of the area wide planning program. Membership on the Executive Policy Board is voluntary; however, through the years all jurisdictions have continued to actively participate in the organization because of the benefits yielded by the multi-jurisdictional cooperation.

The GF-EGF MPO Executive Policy Board receives advice and recommendations from a thirteen (13) member Technical Advisory Committee comprised of representatives from the Cities of Grand Forks and East Grand Forks' Engineering and Planning departments; NDDOT, MnDOT, Cities Area Transit, Polk County, Grand Forks County, BNSF, and the Grand Forks Airport Authority.

The GF-EGF MPO is responsible for facilitating a Continuing, Cooperative, and Comprehensive (3-C) planning process in accordance with Federal regulations. The primary outcomes of the 3-C planning process are developing and updating a multimodal metropolitan transportation plan (MTP), which has a 20-year planning horizon, but which is updated every five years; annually preparing and maintaining a four-year Transportation Improvement Plan (TIP), and annually preparing this rolling two-year Unified Planning Work Program (UPWP).

The GF-EGF works in cooperation with its key planning partners that include the Minnesota Department of Transportation (MnDOT), the North Dakota Department of Transportation (NDDOT), the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the City of East Grand Forks, the City of Grand Forks, Polk County, and Grand Forks County.

SCHEDULE TOWARDS 2050 MTP UPDATE

Our federal and state partners requested information on how the GF-EGF MPO expects to make progress towards completing the next 5-year cycle of updating the Metropolitan Transportation Plan. The deadline is January 2024. The GF-EGF MPO has developed the matrix shown below in Table 7 that outlines the major activities and their expected completion dates.

Table 7: Timeline To 2050 MTP Update and Timeline to 2055 MTP Update

Year Begin	Activity	Year Complete	Consultant
Jan. 1, 2019	ITS Reg. Arch.	Dec. 31, 2019	ATAC
Jan. 1, 2020	GF 2050 LU	Dec. 31, 2021	Yes
Jan. 1, 2020	EGF 2050 LU	Dec. 31, 2021	Yes
Jan. 1, 2021	Bike/Ped Update	Aug. 31, 2023	Yes
Jan. 1, 2021	TDP Update	Dec. 31, 2022	Yes
Jan. 1, 2022	2050 MTP Update	Jan. 31, 2024	Yes
5-Year Cycle with The MTP Ending on January 31, 2024			

Year Begin	Activity	Year Complete	Consultant
Jan. 1, 2024	ITS Reg. Arch.	Dec. 31, 2024	ATAC
Jan. 1, 2025	GF 2050 LU	Dec. 31, 2026	Yes
Jan. 1, 2025	EGF 2050 LU	Dec. 31, 2026	Yes
Jan. 1, 2026	Bike/Ped Update	Dec. 31, 2027	Yes
Jan. 1, 2026	TDP Update	Dec. 31, 2027	Yes
Jan. 1, 2027	2050 MTP Update	Jan. 31, 2029	Yes
5-Year Cycle with The MTP Ending on January 31, 2029			

FEDERAL PLANNING FACTORS

The GF-EGF MPO' metropolitan planning process shall be continuous, cooperative, and comprehensive (3-Cs), and will provide for consideration and implementation of projects, strategies, and services that will address the following ten factors:

➤ ECONOMIC VITALITY

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

➤ SAFETY

Increase the safety of the transportation system for motorized and non-motorized vehicles.

➤ SYSTEM SECURITY

Increase the security of the transportation system for motorized and non-motorized vehicles.

➤ ACCESSIBILITY & MOBILITY

Increase accessibility and mobility of people and freight.

➤ PROTECT ENVIRONMENT

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

➤ CONNECTIVITY & INTEGRATION

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

➤ EFFICIENCY

Promote efficient system management and operation.

➤ SYSTEM PRESERVATION

Emphasize the preservation of the existing transportation system.

➤ RESILIENCE & RELIABILITY

Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

➤ TRAVEL & TOURISM

Enhance travel and tourism.

Consideration of the planning factors shall be reflected, as appropriate, in the metropolitan transportation process. The degree of consideration and analysis of the factor should be based on the scale and complexity of issues, including transportation system development, land use, employment, economic development, human and natural environment and housing and community development.

Table 8 provides a summary overview of how consideration of the ten Federal Planning Factors identified in CFR 450.308 are incorporated into the UPWP across the various Work Tasks that have been identified for 2023.

TABLE 8: CONSIDERATION OF FEDERAL PLANNING FACTORS IN THE GF-EGF MPO 2023 UPWP WORK TASKS

GF-EGF MPO's UPWP Program Areas		FAST PLANNING FACTORS									
		Economic vitality	System Safety	System Security	Accessibility & Mobility	Protect Environment	Integration & Connectivity	Efficiency	System Preservation	Resiliency & Reliability	Travel & Tourism
100.0	Program Administration	A	A	A	A	A	A	A	A	A	A
200.0	Program Support and Coordination	S	S	S	S	S	S	S	S	S	S
300.0	Planning and Implementation	P	P	P	P	P	P	P	P	P	P

P – Primary relationship between UPWP Program Area and MTP Goal – this program area is specifically aimed at MTP goals and objectives

S – Secondary relationship between UPWP Program Area and MTP Goal – these UPWP Program Areas are important opportunities for conveying information to local officials and/or the public, and at finding cross-over benefits for other modes of transportation or other metropolitan area goals.

A – Administrative – the administrative functions needed to operate the agency and achieve all the other areas of the UPWP

PLANNING EMPHASIS AREAS (PEAs)

On December 30, 2021, the Federal Highway Administration and Federal Transit Administration jointly issued updated guidance on Planning Emphasis Areas (PEA) to be addressed by the MPOs in its planning efforts. The Program Areas and sub-tasks that are identified in the UPWP support and inform the goals and objectives of the GF-EGF MPO MTP. The most current MTP, was approved

January 31, 2019. It established policies, goals, and associated objectives to guide transportation investments in the GF-EGF MPO region through the year 2045. The following are the current PEAs:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Ensure that transportation plans and investments help achieve national greenhouse gas reduction goals and increase resilience to extreme weather events and other disasters resulting from increasing effect of climate change.

- Equity and Justice⁴⁰ in Transportation Planning

Advance equity and support for underserved and disadvantaged communities and ensure public involvement in the planning process that reflects the various perspectives, concerns, and priorities of impacted populations and areas.

- Complete Streets

Plan, develop and operate streets and networks that prioritize safety, comfort and access to destinations for all users of the street network, providing an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities.

- Public Involvement

Increase meaningful public involvement in transportation planning by ensuring early, effective and continuous public opportunity for input to bring diverse viewpoints into the decision-making process, in part by considering the use of new tools and techniques that can enhance public and stakeholder understanding of proposed plans, programs and projects.

- Strategic Highway Network/U.S. Department of Defense Coordination

Coordinate with appropriate federal agency representatives on infrastructure and connectivity needs for STRAHNET routes and other public roads that serve national security needs.

- Federal Land Management (FLMA) Coordination

Coordinate with FMLAs on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal Lands.

- Planning and Environmental Linkages Studies

Link the transportation planning process to the environmental planning process early in the planning efforts through a collaborative and integrated approach to transportation decision making that considers environmental, community and economic goals early, and carry those considerations through to project development and delivery.

- Data in Transportation Planning

Develop and advance data sharing principles at the state, MPO and local level to facilitate incorporation of data assets across multiple programs such as freight, bike and pedestrian planning, equity analysis, and performance monitoring and management to allow for the efficient use of data resources and improvement policy and decision-making.

Table 9 provides a summary overview of how consideration of the eight PEAs are incorporated into the UPWP across the various Work Tasks that have been identified for FY2023.

Table 9: Addressing PEAs in the GF-EGF MPO UPWP

Task	Climate	Equity	Complete Streets	Public Outreach	STRAHNET	FLMA	PELS	Data
100.0 PROGRAM ADMINISTRATION								
100.1 General Admin				X				X
100.2 UPWP Develop				X				X
100.3 Financial Mgt.								X
100.4 Facilities & Overhead								
200.0 PROGRAM SUPPORT AND COORDINATION								
200.1 Interagency Coord.		X		X		X		X
200.2 Public Info & Citizen Participation		X		X				X
200.3 Education/Training & Travel		X		X				X
200.4 Equipment								
300.0 PLANNING AND IMPLEMENTATION								
300.1 Transportation Plan Update & Implementation	X	X	X	X	X	X	X	X
300.2 Corridor Planning	X	X	X	X	X	X	X	X
300.3 TIP & Manual Update	X	X	X	X	X	X		X
300.4 Land Use Plans	X	X	X	X			X	X
300.5 Special Studies	X	X	X	X	X	X	X	X
300.6 Plan Monitoring, Review & Eval				X				X
300.7 GIS Development & Application	X	X		X			X	X

FUNDING OVERVIEW AND ANNUAL BUDGETS

FEDERAL FUNDING

The Federal Highway Administration and Federal Transit Administration provide federal funding (PL and FTA Section 5303 funds, respectively) to assist the GF-EGF MPO in providing the services identified in the UPWP. These funds are combined into an annual Consolidated Planning Grant (CPG). Per the agreement between the North Dakota Department of Transportation (NDDOT) and the Minnesota Department of Transportation (MnDOT), the NDDOT administers funds from both states through the CPG grant.

STATE AND LOCAL FUNDING

The Cities of Grand Forks and East Grand Forks, as well as MnDOT, provide the 20% local match required for use of federal funds. There may be additional local funds from other organizations, such as Grand Forks County and Polk County for studies that they agree to participate in as well. Tables 10 through 13 provide the funding sources, budgets, and cost allocation plans for Calendar Year 2023 and Calendar Year 2024.

Table 10: GF-EGF MPO 2024 Funding Source Summary

	FUNDING SOURCES				BUDGETED AMOUNTS			
	Fed/St	St/Loc*	Total	%	Fed/St	St/Loc*	Total	%
CPG 2023**	\$498,510	\$124,627	\$623,137	56%	\$541,262	\$147,815	\$623,137	56%
CPG Pre Yr***	\$250,000	\$50,000	\$300,000	27%	\$250,000	\$50,000	\$300,000	27%
MN State*	\$11,000	\$2,750	\$13,750	1%	\$11,000	\$2,750	\$13,750	1%
SS4A****	\$138,799	\$34,700	\$173,499	16%	\$138,799	\$34,700	\$173,499	16%
TOTAL	\$898,309	\$212,077	\$1,110,386	100%	\$941,061	\$235,265	\$1,110,386	100%

* Minnesota State Money is used for match for federal funds reducing local match.

** Contains ND CPG and MN CPG.

*** Carry-over of funds.

**** Safe Streets For All (SS4A)

Table 11: GF-EGF MPO 2024 Cost Allocation

FUND	AMOUNT	PERCENT
Consolidated Planning Grant	\$748,510	67.5%
MN State	\$11,000	1%
Local Match to MN State	\$2,750	0.25%
Other Local Match	\$209,327	18.75%
Safe Streets For All (SS4A)	\$138,799	12.5%
TOTAL	\$1,110,386	100%

Percentages are rounded to the nearest tenth.

Table 12: GF-EGF MPO 2025 Funding Source Summary

	FUNDING SOURCES				BUDGETED AMOUNTS			
	Fed/St	St/Loc*	Total	%	Fed/St	St/Loc*	Total	%
CPG 2024**	\$677,922	\$135,584	\$813,506	83.25%	\$624,200	\$156,050	\$780,250	82.5%
CPG Pre Yr***	\$125,000	\$25,000	\$150,000	15.35%	\$125,000	\$25,000	\$150,000	16%
MN State*	\$11,000	\$2,750	\$13,750	1%	\$11,000	\$2,750	\$13,750	1%
TOTAL	\$813,922	\$163,334	\$977,256	100%	\$755,200	\$188,800	\$944,000	100%

* Minnesota State Money is used for match for federal funds reducing local match.

** Contains ND CPG and MN CPG.

*** CPG Pre Yr

Table 13: GF-EGF MPO 2025 Cost Allocation

FUND	AMOUNT	PERCENT
Consolidated Planning Grant	\$749,200	79.4%
MN State	\$11,000	1.2%
Local Match to MN State	\$2,750	0.3%
Other Local Match	\$181,050	19.1%
TOTAL	\$944,000	100%

Percentages are rounded to the nearest tenth.

Tables 14 and 15 are the budget worksheets for Calendar Years 2024 and 2025. They show the program funding breakdown, programmed projects, MPO staff hours, and consultant hours/costs.

**GRAND FORKS-EAST GRAND FORKS
2024 ANNUAL WORK PROGRAM**

TABLE 14

ACTIVITY			FUNDING SOURCE			STAFF/CONSULTANT COSTS							
						Exec. Dir. FTE=1.0	Sr. Planner FTE=1.0	Planner FTE=1.0	Off. Mgr. FTE=1.0	Total Staff Hours	Total Staff Costs	Consultant Costs/ Registration/Fees	Total Costs
100.0 PROGRAM ADMINISTRATION						\$97.03	\$56.47	\$44.94	\$54.60				
100.1	General Administration		\$ 46,451	\$ 11,613	\$ 58,064	\$ 14,554.50	\$ 8,470.50	\$ 3,370.50	\$ 31,668.00	955	\$ 58,063.50	\$ -	\$ 58,063.50
100.2	UPWP Development		\$ 19,225	\$ 4,806	\$ 24,032	\$ 14,554.50	\$ 564.70	\$ 449.40	\$ 8,463.00	325	\$ 24,031.60	\$ -	\$ 24,031.60
100.3	Financial Management		\$ 25,234	\$ 6,309	\$ 31,543	\$ 9,703.00	\$ -		\$ 21,840.00	500	\$ 31,543.00	\$ -	\$ 31,543.00
100.4	Facilities And Overhead		\$ 24,000	\$ 6,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ -	\$ 30,000.00
200.0 PROGRAM SUPPORT AND COORD.													
200.1	Interagency Coordination		\$ 47,081	\$ 11,770	\$ 58,851	\$ 16,980.25	\$ 8,470.50	\$ 3,370.50	\$ 30,030.00	950	\$ 58,851.25	\$ -	\$ 58,851.25
200.2	Public Info & Citizen Participation		\$ 10,807	\$ 2,702	\$ 13,509	\$ 2,425.75	\$ 1,129.40	\$ 4,494.00	\$ 5,460.00	245	\$ 13,509.15	\$ -	\$ 13,509.15
200.3	Education/Training & Travel		\$ 40,624	\$ 10,156	\$ 50,780	\$ 19,406.00	\$ 11,294.00	\$ 8,988.00	\$ 1,092.00	620	\$ 40,780.00	\$10,000.00	\$ 50,780.00
200.4	Equipment		\$ 32,000	\$ 8,000	\$ 40,000	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 40,000.00
300.0 PLANNING AND IMPLEMENTATION													
300.1	Transportation Plan Update & Imp.		\$ 123,883	\$ 30,971	\$ 154,854								
	300.11	A.T.A.C.	\$ 8,000	\$ 2,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 10,000.00	\$ 10,000.00
	300.12	ITS Architecture	\$ 40,713	\$ 10,178	\$ 50,892	\$ 4,851.50	\$ 19,764.50	\$ -	\$ 1,275.50	425	\$ 25,891.50	\$ 25,000.00	\$ 50,891.50
	300.13	Street/Highway Element	\$ 75,170	\$ 18,792	\$ 93,962	\$ 9,703.00	\$ 5,647.00	\$ 2,247.00	\$ 1,365.00	275	\$ 18,962.00	\$ 75,000.00	\$ 93,962.00
300.2	Corridor Planning		\$ 42,945	\$ 10,736	\$ 53,682								
	300.21	A.T.A.C. Traffic Count	\$ 31,039	\$ 7,760	\$ 38,799	\$ 4,851.50	\$ 2,823.50	\$ 1,123.50	\$ -	125	\$ 8,798.50	\$ 30,000.00	\$ 38,798.50
	300.22	Corridor Preservation	\$ 11,906	\$ 2,977	\$ 14,883	\$ 7,277.25	\$ 4,235.25	\$ 3,370.50	\$ -	225	\$ 14,883.00	\$ -	\$ 14,883.00
300.3	TIP And Manual Update		\$ 17,953	\$ 4,488	\$ 22,441	\$ 4,851.50	\$ 9,882.25	\$ 2,247.00	\$ 5,460.00	375	\$ 22,440.75	\$ -	\$ 22,440.75
300.5	Special Studies		\$ 574,868	\$ 143,717	\$ 718,584								
	300.51	Future Bridge	\$ 9,703	\$ 2,426	\$ 12,129	\$ 12,128.75	\$ -	\$ -	\$ -	125	\$ 12,128.75	\$ -	\$ 12,128.75
	300.52	Policy & Procedure Updates	\$ 23,624	\$ 5,906	\$ 29,530	\$ 12,613.90	\$ 5,647.00	\$ 8,538.60	\$ 2,730.00	470	\$ 29,529.50	\$ -	\$ 29,529.50
	*300.53	Safe Streets For All (SS4A)	\$ 205,111	\$ 51,278	\$ 256,389	\$ 38,812.00	\$ -	\$ 13,482.00	\$ 4,095.00	775	\$ 56,389.00	\$ 200,000.00	\$ 256,389.00
	300.55	Grand Valley Study	\$ 109,395	\$ 27,349	\$ 136,744	\$ 19,891.15	\$ -	\$ 16,852.50	\$ -	580	\$ 36,743.65	\$ 100,000.00	\$ 136,743.65
	300.56	Highway 2 Access Points	\$ 227,035	\$ 56,759	\$ 283,794	\$ -	\$ 16,941.00	\$ 16,852.50	\$ -	675	\$ 33,793.50	\$ 250,000.00	\$ 283,793.50
300.6	Plan Monitoring, Review & Eval.		\$ 46,966	\$ 11,741	\$ 58,707								
	300.61	Performance Annual Rpt	\$ 9,878	\$ 2,470	\$ 12,348	\$ 7,277.25	\$ 2,823.50	\$ 2,247.00	\$ -	175	\$ 12,347.75	\$ -	\$ 12,347.75
	300.62	Data Collection	\$ 37,087	\$ 9,272	\$ 46,359	\$ 1,940.60	\$ 2,823.50	\$ 3,595.20	\$ -	150	\$ 8,359.30	\$ 38,000.00	\$ 46,359.30
300.7	GIS Development And Application		\$ 15,350	\$ 3,838	\$ 19,188	\$ -	\$ 16,941.00	\$ 2,247.00	\$ -	350	\$ 19,188.00	\$ -	\$ 19,188.00
TOTAL			\$ 1,176,782	\$ 294,195	\$ 1,334,234	\$ 201,822.40	\$ 117,457.60	\$ 93,475.20	\$ 113,478.50	8320	\$ 492,440.20	\$ 738,000.00	\$ 1,334,233.70
						2080	2080	2080	2080				

*300.53 - Safe Streets For All (SS4A) Is Funded With A Grant And Will Not Be Included In The NDDOT/MnDOT Planning Fund Billing

**GRAND FORKS-EAST GRAND FORKS
2025 ANNUAL WORK PROGRAM**

TABLE 15

ACTIVITY			FUNDING SOURCE			STAFF/CONSULTANT COSTS							
			Fed/State	Local	TOTAL	Exec. Dir. FTE=1.0	Sr. Planner FTE=1.0	Planner FTE=1.0	Off. Mgr. FTE=1.0	Total Staff Hours	Total Staff Costs	Consultant Costs/ Registration/Fees	Total Costs
100.0 PROGRAM ADMINISTRATION						\$100.91	\$58.73	\$46.74	\$56.78				
100.1	General Administration		\$ 48,307	\$ 12,077	\$ 60,384	\$ 15,136.50	\$ 8,809.50	\$ 3,505.50	\$ 32,932.40	955	\$ 60,383.90	\$ -	\$ 60,383.90
100.2	UPWP Development		\$ 19,994	\$ 4,998	\$ 24,992	\$ 15,136.50	\$ 587.30	\$ 467.40	\$ 8,800.90	325	\$ 24,992.10	\$ -	\$ 24,992.10
100.3	Financial Management		\$ 26,242	\$ 6,561	\$ 32,803	\$ 10,091.00	\$ -	\$ -	\$ 22,712.00	500	\$ 32,803.00	\$ -	\$ 32,803.00
100.4	Facilities And Overhead		\$ 24,000	\$ 6,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ -	\$ 30,000.00
200.0 PROGRAM SUPPORT AND COORD.													
200.1	Interagency Coordination		\$ 48,962	\$ 12,240	\$ 61,202	\$ 17,659.25	\$ 8,809.50	\$ 3,505.50	\$ 31,229.00	950	\$ 61,203.25	\$ -	\$ 61,203.25
200.2	Public Info & Citizen Participation		\$ 11,239	\$ 2,810	\$ 14,049	\$ 2,522.75	\$ 1,174.60	\$ 4,674.00	\$ 5,678.00	245	\$ 14,049.35	\$ -	\$ 14,049.35
200.3	Education/Training & Travel		\$ 41,929	\$ 10,482	\$ 52,412	\$ 20,182.00	\$ 11,746.00	\$ 9,348.00	\$ 1,135.60	620	\$ 42,411.60	\$10,000.00	\$ 52,411.60
200.4	Equipment		\$ 32,000	\$ 8,000	\$ 40,000	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 40,000.00
300.0 PLANNING AND IMPLEMENTATION													
300.1	Transportation Plan Update & Imp.		\$ 8,000	\$ 2,000	\$ 10,000								
	300.11	A.T.A.C.	\$ 8,000	\$ 2,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 10,000.00	\$ 10,000.00
300.2	Corridor Planning		\$ 43,703	\$ 10,926	\$ 54,629								
	300.21	A.T.A.C. Traffic Count	\$ 31,320	\$ 7,830	\$ 39,151	\$ 5,045.50	\$ 2,936.50	\$ 1,168.50	\$ -	125	\$ 9,150.50	\$ 30,000.00	\$ 39,150.50
	300.22	Corridor Preservation	\$ 12,383	\$ 3,096	\$ 15,479	\$ 7,568.25	\$ 4,404.75	\$ 3,505.50	\$ -	225	\$ 15,478.50	\$ -	\$ 15,478.50
300.3	TIP And Manual Update		\$ 18,671	\$ 4,668	\$ 23,338	\$ 5,045.50	\$ 10,277.75	\$ 2,337.00	\$ 5,678.00	375	\$ 23,338.25	\$ -	\$ 23,338.25
300.4	Land Use Plan		\$ 210,300	\$ 52,575	\$ 262,875								
	300.41	Grand Forks	\$ 127,039	\$ 31,760	\$ 158,799	\$ 15,641.05	\$ 8,809.50	\$ 9,348.00	\$ -	505	\$ 33,798.55	\$ 125,000.00	\$ 158,798.55
	300.42	East Grand Forks	\$ 83,261	\$ 20,815	\$ 104,076	\$ 5,045.50	\$ 14,682.50	\$ 9,348.00	\$ -	500	\$ 29,076.00	\$ 75,000.00	\$ 104,076.00
300.5	Special Studies		\$ 494,303	\$ 123,576	\$ 617,879								
	300.51	Future Bridge	\$ 6,055	\$ 1,514	\$ 7,568	\$ 7,568.25	\$ -	\$ -	\$ -	75	\$ 7,568.25	\$ -	\$ 7,568.25
	300.52	Policy & Procedure Updates	\$ 24,027	\$ 6,007	\$ 30,034	\$ 13,118.30	\$ 5,647.00	\$ 8,538.60	\$ 2,730.00	470	\$ 30,033.90	\$ -	\$ 30,033.90
	*300.53	Safe Streets For All (SS4A)	\$ 206,916	\$ 51,729	\$ 258,645	\$ 40,364.00	\$ -	\$ 14,022.00	\$ 4,258.50	775	\$ 58,644.50	\$ 200,000.00	\$ 258,644.50
	300.54	Micro Transit	\$ 127,478	\$ 31,870	\$ 159,348	\$ -	\$ 17,619.00	\$ 9,348.00	\$ -	500	\$ 9,348.00	\$ 150,000.00	\$ 159,348.00
	300.55	One Way Pairs	\$ 129,828	\$ 32,457	\$ 162,285	\$ 20,182.00	\$ 2,936.50	\$ 9,348.00	\$ -	450	\$ 12,284.50	\$ 150,000.00	\$ 162,284.50
300.6	Plan Monitoring, Review & Eval.		\$ 47,629	\$ 11,907	\$ 59,536								
	300.61	Performance Annual Rpt	\$ 10,273	\$ 2,568	\$ 12,842	\$ 7,568.25	\$ 2,936.50	\$ 2,337.00	\$ -	175	\$ 12,841.75	\$ -	\$ 12,841.75
	300.62	Data Collection	\$ 37,355	\$ 9,339	\$ 46,694	\$ 2,018.20	\$ 2,936.50	\$ 3,739.20	\$ -	150	\$ 8,693.90	\$ 38,000.00	\$ 46,693.90
300.7	GIS Development And Application		\$ 15,965	\$ 3,991	\$ 19,956	\$ -	\$ 17,619.00	\$ 2,337.00	\$ -	350	\$ 19,956.00	\$ -	\$ 19,956.00
TOTAL			\$ 1,218,722	\$ 304,681	\$ 1,364,055	\$ 209,892.80	\$ 118,995.90	\$ 96,877.20	\$ 115,154.40	8320	\$ 430,896.75	\$ 788,000.00	\$ 1,364,055.80
						2080	2080	2080	2080	8270			

*300.53 - Safe Streets For All (SS4A) Is Funded With A Grant And Will Not Be Included In The NDDOT/MnDOT Planning Fund Billing

Table 15: GF-EGF MPO 2025 Budget Worksheet

100.1 PROGRAM ADMINISTRATION

100.1 GENERAL ADMINISTRATION

Objective:

To administer and manage the Metropolitan Planning Organization's staff and selected consultants. This means empowering the staff to become more responsible for initiation, execution, and follow-up on elements of the work program. It will include staffing, supervision, and program management to ensure that programs are efficiently and effectively managed.

Proposed Work:

Administrative activities include coordinating and managing the GF-EGF MPO accounts, records, and contracts. This element will include all activities normally associated with general administration, personnel supervision, and program management. The contracts include the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grants received as pass-through from the States of Minnesota and North Dakota. An additional contract is signed annually with the Minnesota Department of Transportation (MnDOT) for a small amount of Minnesota State funds. The amount of funds received by federal, or state agencies can be found in Tables 10 through 13.

Salary costs billable to this item include such administrative tasks as maintaining the GF-EGF MPO's personnel records, performing performance evaluations and filing.

Products:

- Human resource activities are needed to maintain, evaluate, and complete all necessary personnel items and products. Office filing and other general office management duties are done under this task.

Completion Date(s):

- Ongoing activity.

Planning Factors	Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Public Outreach, PELS		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$58,064	955	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$60,384	955	\$0.00

100.2 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT

Objective:

To implement, amend, and update, as necessary, the 2024-2025 Unified Planning Work Program (UPWP) for the GF-EGF MPO. To prepare the 2025-2026 UPWP for the GF-EGF MPO.

Proposed Work:

Project solicitation will remain open, and amendments or additional work activities will be added as required. In anticipation of unidentified work elements, additional funding will be programmed under technical assistance. Requests will be reviewed and submitted to the GF-EGF MPO Technical Advisory Committee (TAC) for approval. The major request will be followed by authorization of the GF-EGF MPO Executive Policy Board. The preparation of minutes for the Executive Policy Board and its Finance Committee, as well as the TAC, will also be part of this task.

The resources to hold the monthly Technical Advisory Committee (TAC) and Executive Policy Board meetings are products of this activity. These include assembling the agenda packets, scheduling the meeting room logistics and preparing accurate minutes.

Narratives will be completed for each task in the Annual Work Program for the Mid-Year Report and the Final Report. Other products include minutes detailing various ad hoc committee and sub-committee actions.

Products:

1. Monthly TAC and Executive Policy Board meetings and minutes.
2. Necessary 2024 and/or 2025 work activity revisions and financial amendments to the UPWP will be made.
3. Adoption of the 2025-2026 UPWP.

Completion Date(s):

1. Ongoing activity
2. As needed.
3. October 31, 2024.

Planning Factors	Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Data, Public Outreach		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$24,032	325	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$24,992	325	\$0.00

100.3 FINANCIAL MANAGEMENT

Objective:

To provide the financial management and oversight of the MPO accounting system as required by the GF-EGF MPO Executive Policy Board and Federal and State regulations.

Proposed Work:

The GF-EGF MPO's Financial and human resources related items are done in-house by the GF-EGF MPO's Office Manager.

The charge for annual audits and the monthly financial reports, as well as the time necessary to prepare the various accounting functions (e.g., payroll, journal entries, general ledger entries, invoicing, payment of taxes, worker's compensation, unemployment, and pension benefits), are completed under this task.

The cost of purchasing bonding insurance for the members of the Executive Policy Board and staff will also be charged for this task.

Products:

1. Monthly financial statements, including monthly billings.
2. Year-end Financial Report – January 31, 2024, and January 31, 2025
3. FY2023 Annual Audit
4. FY2024 Annual Audit

Completion Date(s):

1. Monthly Financial Information – The end of the following month.
2. Year-end Financial Report – January 31, 2024, and January 31, 2025.
3. FY2023 Annual Audit – April 30, 2024.
4. FY2024 Annual Audit – April 30, 2025.

Planning Factors			
Planning Emphasis Areas	Data		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$31,543	500	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$32,803	500	\$0.00

100.4 FACILITIES AND OVERHEAD

Objective:

To monitor and track non-salaried administrative items.

Proposed Work:

Non-salaried costs for miscellaneous photocopying and office supplies are included in this task. Small equipment purchases, paper, postage, commercial printing, and advertising (to include public hearing notices) will be charged to this task when not appropriate to other elements in the work program.

Items covered also include fixed administrative cost for office rent in East Grand Forks City Hall. The rental agreement for office space is negotiated on a square-foot basis using reasonable market rates and includes the cost of heat, utilities, janitorial services, and furnishing. Grand Forks is currently studying its space within its City Hall, so during this time the GF-EGF MPO is still temporarily shifting its main staffing to the East Grand Forks City Hall Office.

Products:

1. GF-EGF MPO Office Space East Grand Forks City Hall.
2. Non-salaried administrative costs of supplies.

Completion Date(s):

1. Not Applicable.
2. Not Applicable.

Planning Factors			
Planning Emphasis Areas			
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$30,000	0	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$30,000	0	\$0.00

200.0 PROGRAM SUPPORT AND COORDINATION

200.1 Interagency Coordination

Objective:

To increase communication among member units of government through participation and coordination in the Technical Advisory Committee, GF-EGF MPO, City Council, Planning Commission and various other meetings.

Proposed Work:

The Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EGF MPO) staff will continue to provide assistance to various committees involved in transportation planning. Currently, the GF-EGF MPO provides staff services to the MPO Executive Policy Board; the Technical Advisory Committee, the Greenway Trail Users Committee, City Councils, and City Planning and Zoning Commissions.

Special committees are normally formed to address specific studies. The time spent staffing and coordinating these special committees will be charged against those specific work elements whenever possible.

GF-EGF MPO staff also attend the Area Transportation Partnership (ATP) meetings in northwest Minnesota. Those meetings, like many of the county and city meetings, are held monthly. The time spent attending or participating in various non-project-specific meetings (non-educational) in either North Dakota or Minnesota will be charged for this task. This will include, but not be limited to, meetings with federal and state personnel on various matters, attending MPO Directors meetings in both Minnesota and North Dakota, staff, and TIP development meetings.

Products:

1. Meetings, agendas, attendance, rosters, minutes, recommendations, press releases, and committee action on transportation issue.
2. Update Bylaws.

Completion Date(s):

1. Ongoing activity.
2. MPO By-Law Update - December 31, 2024.

Planning Factors	Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Public Outreach, Equity, PELS		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$58,851	950	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$61,202	950	\$0.00

200.2 Public Information And Citizen Participation

Objective:

To ensure broad-based citizen input into the transportation planning process undertaken by the GF-EGF MPO.

Proposed Work:

In 1994, the GF-EGF MPO adopted a Public Participation Plan (PPP). This plan provides guidance and defines the process to ensure public participation in the transportation planning process.

The Plan was most recently updated in 2020 and will continue to be monitored and updated as appropriate, with the more effective techniques emphasized and ineffective ones discarded.

The PPP also incorporates the GF-EGF MPO's Title VI, Limited English Proficiency (LEP) ADA, and Environmental Justice documents.

Increased visualization techniques via the internet will be done. The GF-EGF MPO website was shifted to a new platform and is more user friendly. Video conferencing options for member participation, and general public, are continuing to be furthered as the concerns over health issues are in the forefront.

Products:

1. Implement and maintain the Public Participation Plan.
2. Continue to assist the NDDOT and MnDOT by performing complementary public involvement assistance as requested.
3. Maintain the GF-EGF MPO Website.

Completion Date(s):

1. Implementation and maintenance of the Public Participation Plan is an ongoing activity.
2. Assisting the NDDOT and MnDOT is done as needed.
3. Maintaining the GF-EGF MPO Website is done as needed.
4. Updating and maintaining the Public Participation Plan is done as needed.

Planning Factors	Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Equity, Public Outreach, PELS, Data		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$13,509	245	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$14,049	245	\$0.00

200.3 EDUCATION/TRAINING AND TRAVEL

Objective:

To educate and maintain a staff with the skills and knowledge to carry-out the planning activities of the Grand Forks-East Grand Forks Metropolitan Planning Organization.

Proposed Work:

Staff members will attend various workshops, short courses, and seminars that will enhance their knowledge and working skills. Training will be based on MPO programming needs and staff deficiencies.

Staff attendance at other meetings, either in North Dakota or Minnesota, shall be approved in advance by the Executive Director.

Staff time for attendance at any approved training or educational conference or seminar will be charged to this element. Per diem and mileage costs to attend meetings listed in this element, or in either the Public Information or Interagency Coordination elements, will be at the rate set by the Executive Policy Board, which is the GSA rate.

1. Minnesota MPO Workshop
2. North Dakota Transportation Conference
3. AMPO Conference
4. Western Planner Conference
5. APA National Planning Conference
6. GIS Training
7. Others to be identified.

Products:

- A better educated and trained staff that are more capable of performing their job duties.

Completion Date(s):

1-7. Not Applicable.

Planning Factors	Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Equity, Public Outreach, PELS, Data		
2024 Task Effort	Total Cost	Staff Hours	Reg. Fee/Travel
	\$50,780	620	\$10,000.00
2025 Task Effort	Total Cost	Staff Hours	Reg. Fee/Travel
	\$52,412	620	\$10,000.00

200.4 EQUIPMENT

Objective:

To improve the MPO's ability to store, retrieve, and analyze transportation related data and to provide the necessary tools to operate an efficient office.

Proposed Work:

Purchase, maintenance, and repair of computer equipment; purchase and maintenance of computer software; purchase of wall divider, furniture, and other required parts to remodel one office into two offices.

The anticipated equipment/software purchases for 2024-2025 may include, but are not limited to the following:

1. New computer for Senior Planner
2. Computer/software upgrades as required.

Products:

1. New computer(s)
2. Upgraded computers/software
3. Office Equipment

Completion Date(s):

1. Purchasing and upgrading computers is an ongoing activity
2. Purchasing and upgrading software is an ongoing activity.
3. Office equipment is an ongoing activity.

Planning Factors			
Planning Emphasis Areas			
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$40,000	0	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$40,000	0	\$0.00

**300.0 PLANNING
AND
IMPLEMENTATION**

300.1 METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE AND IMPLEMENTATION

Objective:

To complete updates of elements of the Metropolitan Transportation Plan (MTP).

Proposed Work:

The GF-EGF MPOs Metropolitan Transportation Plan (MTP) is comprised of three separate element plans for specific modes of transportation: Transit, Bicycle and Pedestrian, and Street and Highway. These three elements are combined into an Executive Summary that constitutes the multimodal long range transportation plan for the metropolitan planning area.

The socio-economic data for all of the individual elements are the same; likewise, the individual element plans all share the same goals. Each element plan utilizes a similar format of objectives and standards that cover the same broad concepts but that are individualized for that mode.

The MTP update began in 2021 and continued through 2023, with an expiration date of January 2024.

Included will be to identify the goal statements of the MTP. From these agreed goal statements during 2023 the various elements will be melded into one multimodal long range transportation plan out to the year 2050.

2024 ANNUAL WORK PROGRAM ACTIVITIES

1. 300.11 A.T.A.C

The GF-EGF MPO pays \$10,000 annually for the North Dakota MPO Planning Support Program Master Agreement three-year contract with A.T.A.C. This agreement is renewed every three years, it will be renewed in October 2024.

1. 300.12 Regional ITS Architecture Update

An update to our Regional ITS Architecture is due for 2024. This document plans how our transportation partners install and maintain components to ensure interoperability among the various devices. The update will again utilize the Advanced Traffic Analysis Center (ATAC) and will ensure coordination with recent ITS Architecture updates by both states.

2. 300.13 Street and Highway Element

The final Street and Highway Element update document will be completed, and approval will be sought in the first part of 2024.

2025 ANNUAL WORK PROGRAM ACTIVITIES

1. 300.11 A.T.A.C.

The GF-EGF MPO pays \$10,000 annually for the North Dakota MPO Planning Support Program Master Agreement three-year contract with A.T.A.C. This agreement is renewed every three years, it will be renewed in October of 2024.

Products:

1. Traffic Counting.

Completion Date(s):

2024

1. 300.11 A.T.A.C. – On-going as required.
2. 300.12 ITS Architecture – December 31, 2024
3. 300.13 Street & Highway Plan Update – January 31, 2024

2025

1. 300.11 A.T.A.C. – On-going as required.

Planning Factors	Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$154,854	700	\$110,000.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$10,000	0	\$10,000.00

300.2 CORRIDOR PLANNING

Objective:

To continue to develop a program utilizing video detecting cameras to systematically count traffic and to evaluate, on a monthly basis, conformance of proposed development with existing metropolitan plans and roadway design standards and policies.

Proposed Work:

1. **300.21: A.T.A.C. Traffic Counting Program**

ATAC will be asked to assist us in continuing development of a traffic program based upon the video detection used for traffic signal operations for 2024/2025.

2. **300.22: Corridor Preservation**

This ongoing process will evaluate zoning amendments, proposed subdivision plats, planned unit developments (PUDs), and site plans for consistency with the traffic engineering and highway policies of the plan. The review process is designed to preserve and enhance our transportation corridors. The review process ensures that rights-of-way are considered with the recommendations in the Street and Highway Plan, Bicycle and Pedestrian Plan, and the Transit Development Plan.

Products:

1. 300.21: A.T.A.C. Traffic Counting Program – 2024/2025.
2. 300.22: Corridor Preservation – a location map of the monthly plan review.

Completion Date(s):

1. 300.21: A.T.A.C. Traffic Counting Program – 2024/2025 - Ongoing activity.
2. 300.22: Corridor Preservation - Ongoing activity.

Planning Factors	Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$53,682	350	\$30,000.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$54,629	350	\$30,000.00

300.3 TIP AND MANUAL UPDATE

Objective:

To prepare a multi-year multimodal Transportation Improvement Plan (TIP) for the metropolitan area that is consistent with federal requirements.

Proposed Work:

Preparation of the TIP for 2025-2028 and 2026-2029, to include a self-certification review and statement, as well as any amendments to the 2023-2026 TIP will be done during this Unified Planning Work Program (UPWP).

The TIPs will be developed in accordance with the GF-EGF MPO's Public Participation Plan.

The GF-EGF MPO will meet with the State DOTs and local transit operators prior to project selection. The GF-EGF MPO will assist the Northwest Area Transportation Partnership (NWATP) with the development of the NWATP Area Transportation Improvement Program (ATIP).

The GF-EGF MPO will cooperate with the States to develop State TIP (STIP). The TIP policies and procedures for the GF-EGF MPO Planning Area will be reviewed and updated.

Products:

1. 2024-2027 TIP Amendments.
2. 2025-2028 TIP
3. 2026-2029 TIP
4. TIP Manual Update

Completion Date(s):

- 1-4. As required by Minnesota and North Dakota Departments of Transportation.

Planning Factors	Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$22,441	375	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$23,338	375	\$0.00

300.4 LAND USE PLAN

Objective:

To assist each city in their efforts to continue the connection between transportation and land use.

Proposed Work:

How, where, and what types of activities are located has a profound impact on the needed transportation facilities to serve that area. The GF-EGF MPO and the cities of Grand Forks and East Grand Forks have a long-standing history of coordination.

The GF-EGF MPO has assisted each City to update their Land Use Plans in order to ensure the Transportation Plan is reflecting future traffic forecasts based upon future land activities.

Products:

1. Updated Land Use Plans for Grand Forks and East Grand Forks.

Completion Date(s):

1. Grand Forks Land Use Plan – December 31, 2026
2. East Grand Forks Land Use Plan – December 31, 2026

Planning Factors	Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$0	0	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$262,875	1,005	\$200,000.00

300.5 SPECIAL STUDIES

Objective:

2024 Projects

1. 300.51: Future Bridge

A future Bridge Impact Study was started in 2020 and will be carried over into 2021. After completion of the study there have been a series of discussions on what is next that has caused educational discussions to continue into 2022. It appears that these conversations will continue for the next few years as possibilities of taking the next steps on an inner-city Bridge and/or a bridge at Merrifield continue to be considered.

2. 300.52: Policy and Procedure Updates

The GF-EGF MPO has a few Policy and Procedures and Manuals that need to be updated.

3. 300.53: Safe Streets For All (SS4A)

A joint application for a Safe Streets for All Safety Action Plan was submitted by the City of Grand Forks, City of East Grand Forks, and the GF-EGF MPO with numerous letters of support from the community. We have been notified the grant has been awarded to conduct a Safety Action Plan for the MPO area.

4. 300.54: Grand Valley

As the City of Grand Forks continues to grow to the south a Pedestrian Crossing Study needs to be done to look at where possible pedestrian underpass(s) should be located. Study within the area of Belmont, Merrifield, Columbia and the drain way.

5. 300.55: Highway 2 Access Points

???

2025 Projects

1. 300.51: Future Bridge

A future Bridge Impact Study was started in 2020 and will be carried over into 2021. After completion of the study there have been a series of discussions on what is next that has caused educational discussions to continue into 2022. It appears that these conversations will continue for the next few years as possibilities of taking the next steps on an inner-city Bridge and/or a bridge at Merrifield continue to be considered.

2. 300.52: Policy and Procedure Updates

The GF-EGF MPO has a few Policy and Procedures and Manuals that need to be updated.

3. 300.53: Safe Streets For All (SS4A)

A joint application for a Safe Streets for All Safety Action Plan was submitted by the City of Grand Forks, City of East Grand Forks, and the GF-EGF MPO with numerous letters of support from the community. We have been notified the grant has been awarded to conduct a Safety Action Plan for the MPO area.

4. 300.54: Micro Transit

???

5. 300.55: One Way Pairs

The GF-EGF MPO will study the one-way pairs of N 3rd Street and N 4th Street between Gateway and DeMers Ave.

Completion Date(s):

2024

1. 300.51: Future Bridge Discussion - Ongoing activity.
2. 300.52: Policy and Procedure Updates - Ongoing activity.
3. 300.53: Safe Streets For All (SS4A) – December 31, 2026
4. 300.54: Grand Valley Study – December 31, 2024
5. 3200.56: Highway 2 Access Points – December 31, 2024

2025

1. 300.51: Future Bridge Discussion – Ongoing Activity.
2. 300.52: Policy and Procedure Updates – Ongoing Activity.
3. 300.53: Safe Streets For All (SS4A) – December 31, 2026
4. 300.54: Micro Transit – December 31, 2025
5. 300.55: One-Way Pairs – December 31, 2025

Planning Factors	Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$718,584	2,625	\$550,000
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$621,395	2,270	\$500,000

300.6 PLAN MONITORING, REVIEW AND EVALUATION

Objective:

To provide up-to-date information for use in updating and preparing transportation plans and studies, and to prepare an Annual Monitoring and Surveillance Report. In addition, transportation-related data is to be provided, as requested, to decision-makers and the public relating to housing, demographics, traffic volumes, turning movements, etc.

Proposed Work:

1. 300.61: Annual Performance Report 2023/2024

To prepare an annual Performance Report which documents data collection activities and provides analyses of the trends relative to the projections and assumptions outlined in the Transportation Plan. In addition, socio-economic and land use conditions and trends will be evaluated.

2. 300.62: Data Collection

Continue to collect data as needed to carry out the 3-C Planning Process including information for decision makers, the public, and program and special studies. The GF-EGF MPO will acquire a software licensing subscription with Urban SDK. The datasets include automated performance measures for past, current, and future trends within the community.

Products:

1. Annual Performance Report.
2. Data compilations as needed for planning purposes.

Completion Date(s):

1. 300.61: Annual Performance Report 2023/2024 - December 31, 2023/2024.
2. 300.62: Data Collection - Ongoing activity.

Planning Factors	Safety, Accessibility & Mobility, Environment & Community, Preservation, Resilience & Reliability		
Planning Emphasis Areas	Climate, Equity, PELS, Data		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$58,707	325	\$38,000
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$59,536	325	\$38,000

300.7 GIS DEVELOPMENT AND APPLICATION

Objective:

To maintain and expand the Geographic Information System (GIS) for the GF-EGF MPO study area, which includes the Cities of Grand Forks and East Grand Forks, and approximately two miles of adjacent territory.

Proposed Work:

Maintenance of the existing GIS resources is a priority. The inventory of GIS resources will be maintained in order of relevance and priority. When possible, GIS resources will be integrated with others to provide a user-friendly interface and to simplify maintenance responsibilities. The GF-EGF MPO will take new aerial photos of the GF-EGF MPO study area in 2024.

The GF-EGF MPO has been programming these new aerial photos on a cycle of every three years. The last area-wide photo was taken in 2021.

Products:

1. An integrated GIS, complete with software, digital maps, attribute tables, which is readily available to staff. More specifically, this will include property level GIS analysis for the entire GF-EGF MPO study area, with the internal staff training available to maximize use.
2. Area-wide aerial photos.
3. Additional transportation and land use planning applications that will provide staff with tools necessary to provide information to their respective entity and the public.

Completion Date(s):

1. Integrated GIS – Ongoing activity
2. Area-wide aerial photos - August 31, 2025
3. Additional transportation and land use planning applications – Ongoing activity

Planning Factors	Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration		
Planning Emphasis Areas	Climate, Equity, Public Outreach, PELS, Data		
2024 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$19,188	350	\$0.00
2025 Task Effort	Total Cost	Staff Hours	Consultant Fee
	\$19,956	350	\$0.00

APPENDIX A
NORTH DAKOTA FTA AND PL
FUNDS CONTRACT AND
CERTIFICATION OF LOCAL
MATCH

CERTIFICATION OF LOCAL MATCH

It is hereby certified that the Grand Forks-East Grand Forks Metropolitan Planning Organization (GF-EFG MPO) will provide non-federal funds, whose source is identified below, as match for the amount the Contractor is obligated to pay under the terms of the attached agreement with the North Dakota Department of Transportation. The certified amount does not duplicate any federal claims for reimbursement, nor are the funds used to match other federal funds, unless expressly allowed by federal regulation.

Non-Federal Match Funds provided by Contractor. Please designate the source(s) of funds in the Contractor budget that will be used to match the federal funds obligated for this project through the North Dakota Department of Transportation.

Source: City of East Grand Forks, MN; Polk County, MN; City of Grand Forks, ND; Grand Forks County, ND; the Minnesota Department of Transportation; and the North Dakota Department of Transportation.

Executed at Grand Forks, North Dakota, the last date below signed.

ATTEST:

APPROVED:

MPO Witness

GF-EFG MPO Chair

(Type or Print Name)

(Type or Print Name)

Date

Date

APPENDIX B

NDDOT TITLE VI ASSURANCES

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

APPENDIX A OF THE TITLE VI ASSURANCES

During the performance of this contract, the Contractor, for itself, its assignees, and successor in interest (hereinafter referred to as the Contractor) agrees as follows:

1. Compliance with Regulations: The Contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally assisted programs of the U.S. Department of Transportation, the Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. Non-discrimination: The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and lease of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. Solicitations for subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of the Contractor's obligations under this contract and the Acts and Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the Recipient or the Federal Highway Administration as appropriate and will set forth what efforts it has made to obtain the information.
5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - a. Withholding payments to the Contractor under the contract until the Contractor complies; and/or
 - b. Cancelling, terminating, or suspending a contract, in whole or in part.
6. Incorporation of Provisions: The Contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Contractor will act with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing

such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

APPENDIX E OF THE TITLE VI ASSURANCES

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the Contractor) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat.252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), as amended, (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients, and contractors, whether such programs or activities are Federally funded or not);
- Title II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and ex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, resulting agency guidance, national origin discrimination includes discrimination because of Limited English Proficiency (LEP). To ensure compliance with title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discrimination because of sex education programs or activities (20 U.S.C. 1681 *et seq.*).

APPENDIX C
GF-EGF MPO SELF-
CERTIFICATION PLAN

Certificate of Liability Insurance

RISK MANAGEMENT APPENDIX

Service Contracts with Private Individuals, Companies, Corporations, etc.:

Contractor agrees to defend, indemnify, and hold harmless the State of North Dakota, its agencies, officers, and employees (State), from and against claims based on the vicarious liability of the State or its agents, but not against claims based on the State's contributory negligence, comparative and/or contributory negligence or fault, sole negligence, or intentional misconduct. The legal defense provided by Contractor to the State under this provision must be free of any conflicts of interest, even if retention of separate legal counsel for the State is necessary. The contractor also agrees to defend, indemnify, and hold the State harmless for all costs, expenses and attorney's fees incurred if the State prevails in an action against Contractor in establishing and litigating the indemnification coverage provided herein. This obligation shall continue after the termination of this agreement.

Contractor shall secure and keep in force during the term of this agreement, from insurance companies, government self-insurance pools or government self-retention funds authorized to do business in North Dakota, the following insurance coverages:

- 1) **Commercial general liability** and **automobile liability** insurance – minimum limits of liability required are **\$250,000 per person** and **\$1,000,000 per occurrence**.
- 2) **Workers' compensation** insurance meets all statutory limits.
- 3) The State of North Dakota, its agencies, officers, and employees (State) shall be endorsed as an **additional insured** on the commercial general liability and automobile liability policies. The State of North Dakota shall have all the benefits, rights, and coverages of an additional insured under these policies that shall not be limited to the minimum limits of insurance required by this agreement or by the contractual indemnity obligations of the Contractor.
- 4) Said endorsements shall contain a **"Waiver of Subrogation"** in favor of the State of North Dakota.
- 5) The policies and endorsements may not be canceled or modified without **thirty (30 days prior written notice** to the undersigned State representative.

The contractor shall furnish a certificate of insurance evidencing the requirements in 1, 3, and 4, above to the undersigned State representative prior to commencement of this agreement.

The State reserves the right to obtain complete, certified copies of all required insurance documents, policies, or endorsements at any time. Any attorney who represents the State under this contract must first qualify as and be appointed by the North Dakota Attorney General as a Special Assistant Attorney General as required under N.D.C.C. Section 54-12-08.

When a portion of a Contract is sublet, the Contractor shall obtain insurance protection (as outlined above) to provide liability coverage to protect the Contractor and the State as a result of work undertaken by the Subcontractor. In addition, the contractor shall ensure that any and all parties performing work under the Contract are covered by public liability insurance as outlined above. All Subcontractors performing work under the Contract are required to maintain the same scope of insurance required of the Contractor. The Contractor shall be held responsible for ensuring compliance with those requirements by all Subcontractors.

Contractor's insurance coverage shall be primary (i.e., pay first) as respects any insurance, self-insurance, or self-retention maintained by the State. Any insurance, self-insurance, or self-retention maintained by the State shall be excess of the Contractor's insurance and shall not contribute with it. The insolvency or bankruptcy of the insured contractor shall not release the insurer from payment under the policy, even when such insolvency or bankruptcy prevents the insured contractor from meeting the retention limit under the policy. Any deductible amount or other obligations under the policy(ies) shall be the sole responsibility of the Contractor. This insurance may be in a policy or policies of insurance, primary and excess including the so-called umbrella or catastrophe form and be placed with insurers rated "A- "or better by A.M. Best Company, Inc. The State will be indemnified, saved, and held harmless to the full extent of any coverage actually secured by the Contractor in excess of the minimum requirements set forth above.

RM Consulted 2007
Revised 11-19



APPENDIX D

FEDERAL CLAUSES

FEDERAL CLAUSES

Equal Employment Opportunity Clause – 41 CFR 60-1.4(a) and 2 CFR Part 200 Appendix II (C)

41 CFR 60-1.4(a)

- (a) *Government contracts:* Except as otherwise provided, each contracting agency shall include the following equal opportunity clause contained in section 202 of the order in each of its Government contracts (and modifications thereof if not included in the original contract): during the performance of this contract, the contractor agrees as follows:
- (1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer, recruitment, or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this non-discrimination clause.
 - (2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.
 - (3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 2020 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
 - (4) The contractor will comply with all provisions of Executive Order 11246i of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
 - (5) The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts b the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
 - (6) In the event of the contractor's non-compliance with the non-discrimination clauses of this contact or with any of such rules, regulations, or orders, the contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further government contracts in accordance with procedures

authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

- (7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for non-compliance: provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

2 CFR PART 200 APPENDIX II (C)

- (C) Equal Employment Opportunity. Except as otherwise provided under 41 CFR Part 60, all contracts that meet the definition of “federal assisted construction contract” in 41 CFR Part 60-1.3 must include the equal opportunity clause provided under 41 CFR 60-1.4(b), in accordance with Executive Order 11246, “Equal Employment Opportunity” (30 FR 12319, 12935, 3 CFR Part, 1964-1965 Comp., p. 338), as amended by Executive Order 11375, “Amending Executive Order 11246 Relating to Equal Employment Opportunity,” and implementing regulations at 41 CFR Part 60, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.”

SANCTIONS AND PENALTIES FOR BREACH OF CONTRACT – 2 CFR PART 200 APPENDIX II (A)

- (A) Contracts for more than the simplified acquisition threshold currently set at \$150,000, which is the inflation adjusted amount determined by the Civilian Agency Acquisition Council and the Defense Acquisition Regulations Council (Councils) as authorized by 41 U.S.C. 1908, must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as appropriate.

TERMINATION FOR CAUSE AND CONVENIENCE – 2 CFR PART 200 APPENDIX II (B)

- (B) All contracts in excess of \$10,000 must address termination for cause and for convenience by the non-Federal entity including the manner by which it will be effected and the basis for settlement.

RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT – 2 CFR PART 200 APPENDIX II (F)

- (F) Rights to Inventions Made Under a Contract or Agreement. If the Federal award meets the definition of “funding agreement” under 37 CFR § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit

organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 CFR Part 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency.

DEBARMENT AND SUSPENSION – 2 CFR PART 200 APPENDIX II (I)

- (I) Debarment and Suspension (Executive Orders 12549 and 12689) – A contract award (see 2 CFR 180.220) must not be made to parties listed on the governmentwide Excluded Parties List System in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (3 CFR Part 1986 Comp., p. 189) and 12689 (3 CFR Part 1989 Comp., p. 235), “Debarment and Suspension.” The Excluded Parties List System in SAM contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulator authority other than Executive Order 12549.

BYRD ANTI-LOBBYING AMENDMENT – 2 CRF PART 200 APP. II (J)

- (J) Byrd Anti Lobbying Amendment (31 U.S.C. 1352) – Contractors that apply or bid for an award of \$100,000 or more must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining and Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

APPENDIX E
STATEMENT OF
NONDISCRIMINATION AND
CERTIFICATION OF
RESTRICTIONS ON LOBBYING

STATEMENT OF NONDISCRIMINATION

The GF-EGF MPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 132898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency and related statutes and regulations in all programs and activities. In 2019 the GF-EGF MPO adopted the Title VI and Non-Discrimination Plan. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the GF-EGF MPO receives federal financial assistance. Any person who believes that they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the GF-EGFMPO. Any such complaint must be in writing and filed with the GF-EGF MPO Title VI Coordinator within one hundred eight (180) days following the date of the alleged discriminatory occurrence.

For more information or to obtain a Title VI Discrimination Complaint Form, please contact:

Stephanie Halford, Executive Director
GF-EGF MPO Title VI Coordinator
600 DeMers Avenue
East Grand Forks, MN 56721
stephanie.halford@theforksmpo.org
(701) 746-2660

The 2019 Title VI and Non-Discrimination Plan and a downloadable version of the Discrimination Complaint Form can also be found on the MPO Website at:

www.theforksmpo.org

CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Warren Strandell, the Grand Forks-East Grand Forks Metropolitan Planning Organization's Executive Policy Board Chair, hereby certify on behalf of the GF-EGF MPO that to the best of my knowledge:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements" and that all sub-recipients shall certify and disclose accordingly.

The certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code.

Executed this _____ day of _____, 2022.

By

Warren Strandell, Chair
Grand Forks-East Grand Forks Metropolitan Planning Organization
Executive Policy Board

APPENDIX F
GF-EGF MPO SELF-
CERTIFICATION PLAN

SELF- CERTIFICATION PLAN

APPENDIX G

MnDOT CHECKLIST

CHECKLIST

APPENDIX H

GF-EGF MPO 2022 FINAL REPORT

2022 FINAL REPORT



MPO Staff Report
Technical Advisory Committee:
August 9, 2023
MPO Executive Board:
August 16, 2023

STAFF RECOMMENDED ACTION: Information and Discussion

TAC RECOMMENDED ACTION:

Matter of update to the 2050 Street and Highway Plan

Background:

The five-year update to the Street and Highway Plan provides an opportunity for the community partners to revisit the changing priorities and needs for the regional system. Going beyond just checking the boxes of federal requirements but reviewing shifting growth patterns and community priorities. HDR and team plan to put emphasis on community engagement throughout the process. HDR has teamed up with CPS, Ltd. And Praxis Strategy Group to help drive community engagement and stakeholder engagement.

The consultant will be utilizing the MPO's TAC to provide input and oversight throughout the study process. Since the TAC meets monthly, and will meet as needed, to provide input and guidance through the study process, particularly at key decision points in the study.

At the June meeting, HDR went over the travel demand model and discussed the impacts to the road network by 2050. HDR is back to discuss the alternatives that can mitigate the traffic impacts and get the TAC's input on what is the priority order of major projects. They will also be discussing estimated costs of the alternative projects and how they work into the available federal funds that we have estimated.

Findings and Analysis:

- The Street & Highway plan is an element of the MTP

Support Materials:

- Presentation

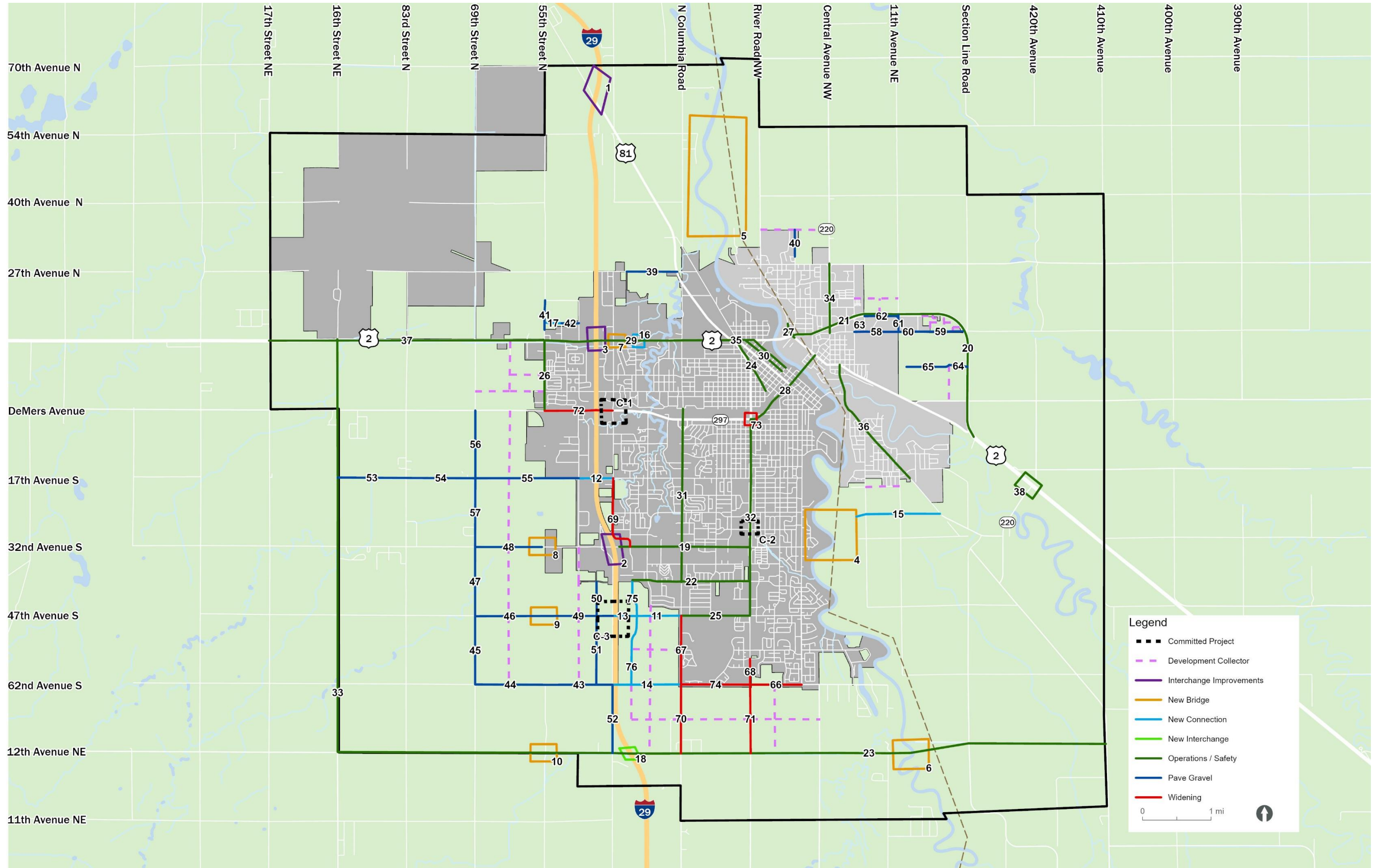


Table 1: Committed Projects

PROJECT ID	CORRIDOR	EXTENT	PROJECT TYPE	PROJECT DESCRIPTION
C-1	42nd Street	at DeMers Ave	New Bridge	Railroad Grade Separation
C-2	S Washington Street	at 28th Ave S	Operations / Safety	Intersection Improvements at 28th Ave S. Adding Length to Left Turn Lane
C-3	I-29	at 47th Ave S	New Interchange	New Interchange South of Grand Forks

Table 2: 2050 Street and Highway Alternatives

PROJECT ID	CORRIDOR	EXTENT	PROJECT TYPE	PROJECT DESCRIPTION
1	I-29	N Washington Street	Interchange Improvements	Interchange Reconfiguration / Access
2	I-29	32nd Ave S	Interchange Improvements	Interchange Modifications from I-29 study
3	I-29	Gateway Ave	Interchange Improvements	Interchange Modifications to NE Loop from I-29 study
4	South End Intercity Bridge	SE Grand Forks / East Grand Forks	New Bridge	New River Crossing
5	North Bypass Truck Route	North of Gateway Dr / U.S. 2	New Bridge	Bypass Connection Route and Bridge
6	12th Ave N (County Road 6)	Red River	New Bridge	New River Crossing
7	Gateway Dr	BNSF Railroad	New Bridge	Grade separation
8	32nd Ave S	at Railroad	New Bridge	Grade Separation
9	47th Ave S	at Railroad	New Bridge	Grade Separation
10	12th Ave N (County Road 6)	at Railroad	New Bridge	Grade Separation
11	47th Ave S	S 38th St to Columbia Road	New Connection	New 4 Lane Divided Roadway
12	17th Ave S	S 42nd St to S 48th St	New Connection	New 3 Lane Roadway and Overpass
13	47th Ave S	E of I-29 to .9 mi W of I-29	New Connection	New 4 Lane Roadway to Connect to New Interchange
14	62nd Ave S	Columbia Rd to S 42nd St	New Connection	New 3 Lane Roadway and Overpass
15	South End Arterial	Bygland Rd to South End Intercity Bridge	New Connection	New 2 Lane Roadway
16	36th St / Stanford Rd	at Gateway Dr	New Bridge	Realign 36th and Stanford Rd to single intersection with Gateway
17	17th Ave N	N 48th St to N 55th St	New Connection	Extend 17th Ave N to N 55th St
18	12th Ave N (County Road 6)	at I-29	New Interchange	Future Interchange
19	32nd Ave S	I-29 to S Columbia Rd	Operations / Safety	Evaluate Signal and Geometric Improvements for Long-Term Safety and Mobility

PROJECT ID	CORRIDOR	EXTENT	PROJECT TYPE	PROJECT DESCRIPTION
20	U.S. 2	11th Ave NE to U.S. Bus 2	Operations / Safety	Intersection Control and Safety Improvements
21	U.S. 2	River Road to 11th Ave NE	Operations / Safety	Access Management, Safety Upgrades, and Potential Intersection Control Changes
22	40th Ave S	S 38th St to S Washington St	Operations / Safety	Intersection Control Improvements at 34th and 20th Street. Use Existing Pavement and Mark it for 3 Lanes.
23	12th Ave N (County Road 6)	I-29 to Mn 220	Operations / Safety	Make Intersection Improvements, New Road Connections and New Red River Bridge for Merrifield Corridor
24	Mill Spur Railway	Gateway Dr/U.S. 2 to University Ave	Operations / Safety	Rail Crossing Improvements
25	47th Ave S	S Columbia Rd to S Washington Street	Operations / Safety	Intersection Control Improvements
26	N 55th Street	Gateway to DeMers Avenue	Operations / Safety	Restripe as 3 Lanes and Improve Intersections
27	River Road NW	U.S. 2 to 13th Street NW	Operations / Safety	Operations Management - Intersection Control at 12th St and Ramp Terminals
28	DeMers Avenue	S Washington Street to 4th Street NW	Operations / Safety	Safety and Operations Management
29	U.S. 2	N 55th Street to 20th St	Operations / Safety	Operations Management - Intersection Control Enhancements and Access Management
30	N 3rd St / N 4th St	Gateway Dr to University Ave	Operations / Safety	One-Way to Two-Way Conversion Evaluation
31	S Columbia Road	40th Ave S to DeMers Ave	Operations / Safety	Improve Operations / Safety with Signal Tech/Timing and Spot Improvements
32	S Washington Street	47th Ave S to DeMers Ave	Operations / Safety	Improve Operations / Safety with Signal Tech/Timing and Spot Improvements
33	16th St NE (County Road 5) / 12th Ave NE (County Road 6)	U.S. 2 to I-29	Operations / Safety	Make Intersection Improvements to Support a Southwest Ring Route
34	Central Ave	23rd St N to 10th St N	Operations / Safety	Roundabouts at 23rd St and 17th St N from the Mn 220 Corridor Study
35	Gateway Drive	20th St to 3rd St	Operations / Safety	Operations, Safety, and Geometrics Improvements and Sidewalk Enhancements from US 2 / US 81 Skewed Intersection Study
36	2nd Ave NE / 3rd Ave SE / Bygland Rd	4th St N to 13th St E	Operations / Safety	Operations and Intersection Control Improvements, including at 4th St NW, 1st St SE, 6th St SE, and 13th St SE
37	U.S. 2	17th St NE to 55th St	Operations / Safety	Intersection Control and Safety Improvements
38	U.S. 2	at MN 220	Operations / Safety	Safety Improvements
39	27th Ave N	N 39th St to N Washington St	Pave Gravel	Gravel to Concrete
40	8th Ave NW	30th St NW to Pinehurst Ct	Pave Gravel	Pave Gravel Road
41	N 55th St	North of Gateway Dr/U.S. 2 to 21st Ave N	Pave Gravel	Pave Gravel Road
42	17th Ave N	N 48th St to N 52nd St	Pave Gravel	Pave Gravel Road
43	62nd Ave S	S 42nd St to RR Tracks	Pave Gravel	Pave Gravel Road
44	62nd Ave S	RR Tracks to S 69th St	Pave Gravel	Pave Gravel Road

PROJECT ID	CORRIDOR	EXTENT	PROJECT TYPE	PROJECT DESCRIPTION
45	S 69th St	47th Ave S to 62nd Ave S	Pave Gravel	Pave Gravel Road
46	47th Ave S	RR Tracks to S 69th St	Pave Gravel	Pave Gravel Road
47	S 69th St	32nd Ave S to 47th Ave S	Pave Gravel	Pave Gravel Road
48	32nd Ave S	RR Tracks to S 69th St	Pave Gravel	Pave Gravel Road
49	47th Ave S	S 42nd St to RR Tracks	Pave Gravel	Pave Gravel Road
50	S 42nd St	40th Ave S to 47th Ave S	Pave Gravel	Pave Gravel Road
51	S 42nd St	47th Ave S to 62nd Ave S	Pave Gravel	Pave Gravel Road
52	S 42nd St	62nd Ave S to 12th Ave NE	Pave Gravel	Pave Gravel Road
53	17th Ave S	S 83rd St to 16th St NE (County Road 5)	Pave Gravel	Pave Gravel Road
54	17th Ave S	S 83rd St to S 69th St	Pave Gravel	Pave Gravel Road
55	17th Ave S	S 69th St to S 48th St	Pave Gravel	Pave Gravel Road
56	S 69th St	DeMers Ave to 17th Ave S	Pave Gravel	Pave Gravel Road
57	S 69th St	17th Ave S to 32nd Ave S	Pave Gravel	Pave Gravel Road
58	10th St NE	5th Ave NE to 11th Ave NE	Pave Gravel	Pave Gravel Road
59	10th St NE	15th Ave NE to Mn 220	Pave Gravel	Pave Gravel Road
60	10th St NE	11th Ave NE to 15th Ave NE	Pave Gravel	Reconstruct Industrial Park Roads
61	11th Ave NE	Gateway Dr to 10th St NE	Pave Gravel	Reconstruct Industrial Park Roads
62	Gateway Drive South Frontage Road	7th Ave NE to 11th Ave NE	Pave Gravel	Pave Gravel Road
63	11th St NE	5th Ave NE to 7th Ave NE	Pave Gravel	Pave Gravel Road
64	East Grand Forks Industrial Collector	EGF Industrial Park	Pave Gravel	Pave Gravel Road
65	East Grand Forks Industrial Collector	EGF Industrial Park	Pave Gravel	Pave Gravel Road
66	62nd Ave S	Belmont Rd to S Washington St	Widening	2 Lane Rural to 3 Lane Urban Widening
67	S Columbia Road	47th Ave S to 62nd Ave S	Widening	Widen to 4-Lane Divided
68	S Washington Street	57th Ave S to 62nd Ave S	Widening	Widen to 4-Lane Divided
69	S 42nd St	17th Ave S to 32nd Ave S	Widening	Widen to 4-Lane Divided
70	S Columbia Road	62nd Ave S to 12th Ave NE	Widening	Widen to 3 Lanes
71	S Washington Street	62nd Ave S to 12th Ave NE	Widening	Widen to 3 Lanes
72	DeMers Avenue	N 55th Street to S 42nd Street	Widening	Widening, Intersection, and Operations Improvements

PROJECT ID	CORRIDOR	EXTENT	PROJECT TYPE	PROJECT DESCRIPTION
73	N Washington Street	at Demers Ave	Widening	Capacity and Safety Improvements - Continuous Flow Intersection (CFI) Recommended in Past Studies
74	62nd Ave S	Washington St to Columbia Rd	Widening	2 Lane Rural to 3 Lane Urban
75	S 38th St	40th Ave S to 47th Ave S	New Connection	New 3 Lane Roadway
76	S 38th St	47th Ave S to 62nd Ave S	New Connection	New 2 Lane Roadway

DRAFT Funding Plan

MPO Funding

As outlined in 23 CFR 450.324, the Metropolitan Transportation Plan needs to provide an understanding of reasonable transportation funding levels to demonstrate that the Plan is fiscally constrained while ensuring the Federal-aid transportation system is in adequate operation and is well-maintained. This section of the report will summarize:

- Current Federal, State, and local revenue sources for the Grand Forks-East Grand Forks Area MPO
- Historical funding trends
- Forecasted future street and highway revenues

Federal Revenue Sources

Overview of Federal Funding Programs

Multiple Federal programs have been used to fund past transportation projects in the MPO region. The states of North Dakota and Minnesota differ in how they disperse Federal funds; these differences are explained in the following section.

Federal funding programs that have been used for transportation projects within the MPO Area include:

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The STBG program provides funds to States and Localities for projects that improve the performance and/or condition of the Federal-aid highway system, bridges, tunnels, pedestrian,

bicycle, and transit capital projects. Grand Forks-East Grand Forks MPO does not receive any STBG funding directly.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING FOR TRANSPORTATION ALTERNATIVES (STBG-TA)

The STBG-TA program provides funding for a range of smaller scale projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school, historic preservation, vegetation management, and environmental mitigation. A portion of STBG-TA funds are awarded to local jurisdictions for eligible projects on a competitive basis.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

The NHPP provides funds for projects that support the condition and performance of the National Highway System, such as new NHS facilities, that support progress towards performance measure targets. All NHPP funding in the Grand Forks-East Grand Forks MPO Area is directed by the state DOTs.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP provides funds for highway safety projects that achieve significant reductions in traffic fatalities and serious injuries. Non-State owned roads and tribal roads are eligible for HSIP funds. A portion of HSIP projects are awarded by the state on a competitive basis.

New Federal Funding Programs Impacting the MPO Area

The passage of the Bipartisan Infrastructure Law (BIL) in November 2022 introduced a series of new discretionary and grant funding programs intended to address four key areas:

- Safety
- Modernization
- Climate
- Equity

Within the MPO Area, several new Federal discretionary funding programs are anticipated to provide additional annual revenues for transportation improvements. These programs include:

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT)

The PROTECT program provides formula funding to States to help make surface transportation more resilient to natural hazards.

CARBON REDUCTION PROGRAM (CRP)

The CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide emissions, from on-road highway sources.

State Revenue Sources

North Dakota State Programs

Many of the North Dakota Federal funds are directed into specific transportation funding programs. Some of those programs are included in this section

URBAN PROGRAM

Urban funding at the state level is balanced evenly between the Regional and Urban Road system.

- Urban Roads funds are distributed to local jurisdictions based on population. The match for Federal funds on the urban roads system is typically covered by the local jurisdiction.
- Regional system funds are discretionary and are allocated to projects statewide based on needs. The match for Federal funds on the Primary Regional system are typically provided by NDDOT. The match for the Federal funds on the Secondary Regional system are typically provided by both NDDOT and local jurisdiction(s).

COUNTY ROAD PROGRAM

Federal funding for county roads is allotted to counties on a formula basis, based on a combination of rural population, land area, major collector mileage, and the county's mill levy collections for road and bridge improvements. The match for Federal funds on County projects is covered by the Counties.

BRIDGE PROGRAM

Bridges that qualify for the Bridge Program can be awarded funds on a statewide discretionary basis. Bridges on the Primary regional system have the match for Federal funds covered by the state; on the secondary regional system they are covered by the state and local government; on service locally-owned and maintained roads the match is covered by the local government.

TRANSPORTATION ALTERNATIVES (TA) PROGRAM

TA funds are distributed to urban areas and counties through a competitive process. TA eligible projects include pedestrian and bicycle facilities, safe routes to school projects, and community improvement activities. The match for Federal funds on County projects is covered by the local jurisdictions.

Minnesota State Programs

For Minnesota Federal funding, jurisdictions work with the Northwest Minnesota Area Transportation Partnership (NWATP) to fund transportation projects with state and Federal funds. Federal funds come from those sources listed in the preceding section, while State transportation funds come primarily through Motor Fuel Excise Tax, Motor Vehicle Registration Tax, and Motor Vehicle Sales Tax (MVST).

State and NWATP programs that provide funding to the MPO Area include:¹

STATEWIDE PERFORMANCE PROGRAM (SPP)

The SPP allocates Federal funding provided under the NHPP and is directed by MnDOT for projects located on the National Highway System (NHS).

DISTRICT RISK MANAGEMENT PROGRAM (DRMP)

The DRMP allocates Federal funding provided under the STBG program and is directed by MnDOT for pavement, bridge, and roadside infrastructure projects located on lower-volume roads.

AREA TRANSPORTATION PARTNERSHIP MANAGED PROGRAM

The ATP Managed Program allocates Federal funding provided under the STBG program. NWATP distributes these funds through a formula based on ATP population and the average of the ATP's county and municipal state aid needs as calculated by MnDOT's State Aid for Local Transportation process.

NWATP CITY SUB-TARGET FUNDING

The City Sub-Target Funding program allocates funds to cities within the NWATP area; each city receives funds on a rotating basis every four years. Funding for the City Sub-Target program is sourced from MnDOT's STBG Program.

MINNESOTA CHAPTER 152 BRIDGE IMPROVEMENT PROGRAM

The Chapter 152 Bridge Improvement Program provides funding for repairing and replacing trunk highway bridges. Since 2017, bridge projects on the National Highway System are funded through statewide asset management programs.

¹ Northwest Area Transportation Partnership, [Operations and Policy Manual](#)

Local Revenue Sources

City of Grand Forks

The City of Grand Forks leverages several local funding sources to invest in the City's transportation system. These sources include²:

- **Highway Users Tax:** The Highway Users Tax is a fuel tax collected by the State of North Dakota. The City of Grand Forks receives an apportionment of the Highway Users Tax collected by the State to fund street repair and maintenance.
- **Sales and Use Tax:** Sales and use tax levied on purchases made within the City. A portion of the Sales and Use Tax go towards debt obligations related to the construction and capital needs of the Alerus Center, while the remaining revenues are invested in infrastructure, economic relief, and property tax relief.
- **Additional ½% Sales Tax:** The City of Grand Forks passed an additional ½% sales tax to fund water and road improvements in 2017. Collection of the tax began in 2018 and has a 20-year sunset date.
- **Special Assessments:** Fees levied on properties that benefit from the construction of adjacent infrastructure projects. Special Assessment fees are determined by dividing the total cost of an infrastructure improvement between all properties that will benefit.

- **Bonds:** Debt obligations assumed by the City of Grand Forks to repay loans taken to fund infrastructure improvements.

City of East Grand Forks

The City of East Grand Forks uses the following local sources to fund transportation improvements³:

- **General Fund:** Revenues gained primarily through property taxes that are used to fund city services and infrastructure improvements.
- **Snow Removal Fee:** Fee assessed to residents for snow removal service.
- **Street Lights**
- **Other-Streets Fund**

Revenues from special assessments and bonds were not included in future revenue forecasts as they are not considered to be reasonably consistent future revenue streams.

² City of Grand Forks, Annual Budgets 2017-2023

³ City of East Grand Forks, Annual Budgets 2017-2023

Historic Street and Highway Revenues

A review of the MPO’s past Transportation Improvement Programs (TIPs) published between 2017 and 2023 was conducted to establish a baseline for forecasting anticipated revenue levels that will be available to the MPO through the year 2050.

Historic Average Federal and State Revenues for the North Dakota Side of the MPO

Table 1 illustrates the average annual historic revenue levels for the North Dakota side of the MPO Area. As indicated in Table 1, an average of \$330,000 was received annually from the HSIP program while an average of \$100,000 was received each year from the Interstate Maintenance Program. TAP revenues averaged \$280,000 per year in competitive awards.

The majority of revenues received during the 2017-2023 period were from the North Dakota Department of Transportation (NDDOT) urban programs, which included an annual average of \$5.1 million in Urban Local Roads revenues, \$5.2 million in Urban Regional Primary Program revenues, and \$4.7 million in Urban Regional Secondary Roads and Bridge Program revenues.

Revenues received under the County Road Program averaged \$21,000 per year while Bridge Program Revenues averaged approximately \$1.1 million annually.

Table 1: Average Historic Federal and State Revenue Levels for the North Dakota Side of the MPO, 2017-2023

Funding Source	2017-2023 Average
Highway Safety Improvement Program	\$330,000
Interstate Maintenance Program	\$100,000
Transportation Alternatives Program	\$280,000
Urban Grant Program	\$330,000
Urban Local Roads Program	\$5,120,000
Urban Regional Primary Program	\$5,190,000
Urban Regional Secondary Roads & Bridge Program	\$4,730,000
County Road Program	\$21,000
Bridge Program	\$1,070,000

Source: Grand Forks-East Grand Forks MPO Transportation Improvement Programs, 2017-2023

Historic Average Federal and State Revenues for Minnesota Side of the MPO

Table 2 illustrates the average annual historic revenues for the Minnesota side of the MPO Area. As indicated in Table 2, an annual average of \$2.6 million was received in NHPP funding. The Minnesota side of the MPO Area did not receive any State Funds or Statewide Performance Program funding between 2017 and 2023.

Revenues received under the District Managed Program averaged \$1.4 million annually while TAP revenues averaged \$30,000 in annual awards during the analysis period. Minnesota Chapter 152 funding for bridge projects averaged \$260,000 per year.

Historic Local Revenues

Table 3 summarizes the average annual historic revenue levels for the Cities of Grand Forks and East Grand Forks between 2017 and 2023.

For the City of Grand Forks, an average of \$3.2 million in revenue was available from the City’s Highway Users Tax allocation. Sales Tax revenues, including the Additional ½% Sales Tax that began collection in 2018, averaged nearly \$5.2 million per year while Use Tax revenues saw an average annual level of \$610,000.

The City of East Grand Forks recorded an annual average of \$1.7 million in General Fund revenues that were made available for transportation investments. Snow removal fees averaged \$10,000 per year, Street Lights averaged \$180,000

per year and Other-Streets revenues averaged \$1,800 annually.

Table 2: Average Historic Federal and State Funding Levels for the Minnesota Side of the MPO, 2017-2023

Funding Source	2017-2023 Average
National Highway Performance Program	\$2,570,000
District Managed Program	\$1,442,500
NWATP City Sub-target	\$210,000
NWATP TA funds	\$30,000
Mn Chapter 152	\$260,000

Source: Grand Forks – East Grand Forks MPO Transportation Improvement Programs, 2017-2023

Table 3: Average Historic Revenue Levels for the Cities of Grand Forks and East Grand Forks, 2017-2023

Funding Source	2017-2023 Average
Grand Forks	
Highway Users Tax	\$3,150,000
Sales Tax Revenue	\$5,190,000
Use Tax	\$610,000
East Grand Forks	
General Fund	\$1,670,000
Snow Removal Fees	\$10,000
Street Lights	\$180,000
Other-Streets	\$1,800

Source: Cities of Grand Forks and East Grand Forks, Annual Budgets 2017-2023

Future Anticipated Revenues for the MPO Area’s Streets and Highways

Baseline Federal and State Levels for Forecasting Future Revenues

Baseline revenue levels used to forecast future anticipated street and highway revenues were developed based on the review of historic trends identified in the MPO’s TIPs and the baseline used to forecast future revenues in the 2045 MTP. These baseline levels were then reviewed by staff of the MPO, State DOTs, and Cities of Grand Forks and East Grand Forks and refined based on input from these agencies. The baseline year used for launching the forecasts is 2023. Table 4 summarizes the baseline levels for the North Dakota of the MPO Area while Table 5 provides a summary for the Minnesota side.

Baseline Local Levels for Forecasting Future Revenues

Baseline levels used to forecast future local revenues were sourced from the latest budgets for the Cities of Grand Forks and East Grand Forks and are shown in Table 6; these baseline levels shown in the table reflect the amounts each City anticipates in revenue for each funding source in the year 2023.

Table 4: 2023 Baseline Revenue Levels by Funding Source for North Dakota

Funding Source	2023 Revenue Baseline
Highway Safety Improvement Program	\$300,000
Interstate Maintenance Program	\$210,000
Transportation Alternatives Program	\$200,000
Carbon Reduction Program	\$420,000
PROTECT	\$730,000
Urban Grant Program	\$330,000
Urban Local Roads Program	\$3,000,000
Urban Regional Primary Program	\$3,000,000
Urban Regional Secondary Roads & Bridge Programs	\$4,730,000

Table 5: 2023 Baseline Revenue Levels by Funding Source for Minnesota

Funding Source	2023 Baseline Revenue
National Highway Performance Program	\$2,570,000
Carbon Reduction Program	\$1,200
PROTECT	\$29,000
District Managed Program	\$1,440,000
Mn State Aid	\$1,200,000
NWATP City Sub-Target	\$1,200,000
NWATP TA funds	\$60,000
Mn Chapter 152	\$260,000

Table 6: Baseline Revenue Levels by Funding Source for the Cities of Grand Forks and East Grand Forks

Funding Source	2023 Baseline Revenue
Grand Forks	
Highway Users Tax	\$3,150,000
Sales Tax Revenue ⁴	\$5,190,000
Use Tax	\$610,000
East Grand Forks	
General Fund	\$1,670,000
Snow Removal Fees	\$10,000
Street Lights	\$180,000
Other-Streets	\$1,800

Revenue Growth Rates

FEDERAL AND STATE FUNDING SOURCES

The revenue growth rates used to forecast future revenue levels for Federal and state sources were developed based on an averaging of historic trends with revenue growth rates sourced from the 2045 MTP, which were then refined based on input from MPO, State DOT, and City staff. These revenue growth rates were applied to the baseline revenue levels shown in Tables 3 and 4 to forecast reasonably expected revenue levels available to the MPO through 2050.

LOCAL FUNDING SOURCES

The revenue growth rates used to forecast future revenue levels for local sources were developed based on revenue growth assumptions stated in budget documents (for the City of Grand Forks) and an analysis of historic growth trends (for the City of East Grand Forks). Table 9 illustrates the assumed revenue growth rates for the local revenue sources.

Annual budgets for the City of Grand Forks stated a revenue growth assumption of 2 percent per year for the Highway Users Tax, Sales Tax, and Use Tax sources; a revenue growth assumption was not stated for the Additional ½ Percent Sales Tax so forecasted revenues for this source were assumed to grow at 2 percent per year.

An analysis of historic revenue growth trends for the City of East Grand Forks local funding sources saw that these sources of revenue grew between 2 and 2.6 percent per year, as shown in Table 9.

⁴ This includes the ½ Percent Sales Tax that went into effect in 2018.

Table 7: Revenue Growth Rates for Federal and State Sources on the North Dakota Side of the MPO Area

Funding Source	Revenue Growth Rate
Highway Safety Improvement Program	2.0%
Interstate Maintenance Program	2.7%
Transportation Alternatives Program	3.4%
Carbon Reduction Program	1.5%
PROTECT	1.5%
Urban Grant Program	1.6%
Urban Local Roads Program	1.8%
Urban Regional Primary Program	1.8%
Urban Regional Secondary Roads & Bridge Programs	1.6%

Table 8: Revenue Growth Rates for Federal and State Sources on the Minnesota Side of the MPO Area

Funding Source	Revenue Growth Rate
National Highway Performance Program	3.4%
Carbon Reduction Program	1.5%
PROTECT	1.5%
District Managed Program	1.6%
Mn State Aid	1.5%
NWATP City Sub-Target	1.6%
NWATP TA funds	1.6%
Mn Chapter 152	1.6%

Table 9: Revenue Growth Rates for Local Sources

Funding Source	Revenue Growth Rate
Grand Forks	
Highway Users Tax	2.0%
Sales Tax Revenue	2.0%
Use Tax	2.0%
East Grand Forks	
General Fund	2.2%
Snow Removal Fees	2.6%
Street Lights	2.3%
Other-Streets	2.0%

Forecast Time Bands

Future revenue levels are categorized into time bands in order to group these future year dollars into distinct time periods reflective of their year of expenditure (YOE) values for the purpose of demonstrating fiscal constraint. The time bands developed for the 2050 MTP are:

- Current TIP: 2024 – 2027
- Short-Term: 2028 – 2030
- Mid-Term: 2031 – 2040
- Long-Term: 2040 – 2050

The use of these time bands is a key component of developing an MTP that is fiscally-constrained and accounts for the impact of inflation on costs for construction, operations, and maintenance through the life of the Plan.

Future Revenue Forecasts

FEDERAL REVENUES-NORTH DAKOTA SIDE

Forecasted revenues from Federal sources that are anticipated to be available to the MPO Area through 2050 are shown in Table 10 and Table 11. These tables represent funds forecasted for the Short-, Mid-, and Long-Term.

The North Dakota side of the MPO Area is anticipated to receive roughly \$59 million in Federal funding through 2050. Just over \$6 million in Short-Term, 2028 through 2030, revenues are expected to be available to the MPO while Mid-term (2031-2040) are forecasted to be \$23.7 million. Anticipated revenues from Federal sources for the Long-term period of 2041 through 2050 were forecasted to equal roughly \$29 million.

Of the nearly \$59 million in Federal revenues forecasted for the North Dakota side of the MPO Area, \$10.3 million are expected to come from HSIP, \$7.5 million from the Interstate Maintenance Program, \$8 million from Transportation Alternatives, \$12 million from the Carbon Reduction Program, and \$21.1 million from PROTECT.

FEDERAL REVENUES-MINNESOTA SIDE

Forecasted revenues from Federal revenues for the Minnesota side of the MPO Area are estimated to equal \$23 million through 2050, with \$97,400 in Federal revenues for the Short-term, \$11.8 million in Federal revenues for the Mid-term, and nearly \$11 million in Federal revenues for the Long-term.

The largest share of Federal revenues for the Minnesota side of the MPO Area through 2050 is expected to come from the NHPP, which is estimated to account for just over \$22 million. The Carbon Reduction Program is anticipated to bring in \$35,500 in total funding during the life of the MTP while revenues from the MPO's share of NWATP PROTECT funding is estimated to total \$838,200.

Given the discretionary nature of NHPP funding in Minnesota, revenues for this program are assumed to be received by the MPO on a non-annual basis; the forecasting approach for this funding source assumed the MPO would receive NHPP funds every four years beginning in 2027.

Table 10: Forecasted Revenue Levels for Federal Funding Sources, North Dakota Side of the MPO Area

Time Band	Highway Safety Improvement Program	Interstate Maintenance Program	Transportation Alternatives Program	Carbon Reduction Program	PROTECT	Total
Short-Term (2028 - 2030)	\$1,090,000	\$740,000	\$730,000	\$1,350,000	\$2,370,000	\$6,280,000
Mid-Term (2031 - 2040)	\$4,150,000	\$2,930,000	\$3,050,000	\$4,950,000	\$8,680,000	\$23,760,000
Long-Term (2041 - 2050)	\$5,050,000	\$3,850,000	\$4,220,000	\$5,760,000	\$10,060,000	\$28,940,000
Total	\$10,290,000	\$7,520,000	\$8,000,000	\$12,060,000	\$21,110,000	\$58,980,000

Table 11: Forecasted Revenue Levels for Federal Funding Sources, Minnesota Side of the MPO Area

Time Band	National Highway Performance Program	Carbon Reduction Program	PROTECT	Total
Short-Term (2028 - 2030)	\$0	\$3,700	\$93,700	\$97,400
Mid-Term (2031 - 2040)	\$11,530,000	\$13,800	\$344,700	\$11,888,500
Long-Term (2041 - 2050)	\$10,660,000	\$16,000	\$399,800	\$11,075,800
Total	\$22,190,000	\$33,500	\$838,200	\$23,061,700

STATE REVENUES-NORTH DAKOTA SIDE

A total of \$336.6 million in forecasted revenues from state sources are estimated to be available for the North Dakota side of the MPO Area through 2050. Of this \$336.6 million, \$38.3 million is expected in the Short-term, \$139.7 million in the Mid-term, and approximately \$158.7 million in the Long-term.

NDDOT's Urban Grant Program is estimated to bring in almost \$1.7 million in revenues for the MPO Area; when forecasting these revenues, it was assumed that the MPO would receive Urban Grant Program funding every four years beginning in 2027. Forecasts for the other Urban funding programs see:

- \$69 million in Urban Local Roads funding
- Nearly \$93 million in Urban Regional Primary Program funding
- \$142 million in Urban Regional Secondary and Bridge Programs funding

Bridge Program funding is estimated to total almost \$30 million between 2028 and 2050, while forecasted revenue levels from the County Program are anticipated to equal just under \$1.5 million through 2050.

STATE REVENUES-MINNESOTA SIDE

A total of roughly \$97 million in forecasted revenues from state sources are estimated to be available for the Minnesota side of the MPO Area through 2050. Forecasted Short-term revenues are forecasted to equal \$11 million while Mid-term revenues are forecasted to equal \$38.9 million. A total of \$47 million in revenues is identified for the Long-term period.

Most state revenues are anticipated to come from the District Managed program, with forecasts equaling \$43.2 million through 2050. State aid revenues are forecasted to equal \$35.2 million and serve as a second source expected to provide a substantial amount of state revenues through the life of the MTP. City-Sub Target Funding revenues sourced from NWATP are assumed to be collected by the MPO every four years beginning in 2030 and are estimated to total almost \$9 million through 2050 while future TA funds are anticipated to equal \$1.7 million. A total of \$7.8 million in Mn Chapter 152 are anticipated to be available to the MPO between 2028 and 2050.

Table 12: Forecasted Revenues for State Funding Sources, North Dakota Side of the MPO Area

Time Band	Urban Grant Program	Urban Local Roads Program	Urban Regional Primary Program	Urban Regional Secondary Roads & Bridge Programs	Bridge Program	County Program	Total
Short-Term (2028 – 2030)	\$0	\$9,000,000	\$10,020,000	\$15,650,000	\$3,440,000	\$160,000	\$38,270,000
Mid-Term (2031 – 2040)	\$990,000	\$30,000,000	\$37,640,000	\$58,050,000	\$12,400,000	\$610,000	\$139,690,000
Long-Term (2041 – 2050)	\$660,000	\$30,000,000	\$45,080,000	\$68,290,000	\$13,930,000	\$720,000	\$158,680,000
Total	\$1,650,000	\$69,000,000	\$92,740,000	\$141,990,000	\$29,770,000	\$1,490,000	\$336,640,000

Table 13: Forecasted Revenues for State Funding Sources, Minnesota Side of the MPO Area

Time Band	District Managed Program	Mn State Aid	NWATP City Sub-Target	NWATP TA Funds	Mn Chapter 152	Total
Short-Term (2028 – 2034)	\$4,760,000	\$3,930,000	\$1,270,000	\$180,000	\$860,000	\$11,000,000
Mid-Term (2035 – 2042)	\$17,670,000	\$14,460,000	\$2,780,000	\$700,000	\$3,200,000	\$38,810,000
Long-Term (2043 – 2050)	\$20,780,000	\$16,800,000	\$4,860,000	\$820,000	\$3,750,000	\$47,010,000
Total	\$43,210,000	\$35,190,000	\$8,910,000	\$1,700,000	\$7,810,000	\$96,820,000

LOCAL FUNDING-NORTH DAKOTA SIDE

Local funding revenues for the City of Grand Forks are estimated to equal roughly \$285.2 million between 2028 and 2050. Short-term revenues are forecasted to equal \$30.3 million while Mid-term forecasts estimate a total of \$114.9 million in revenue between 2031 and 2040. Long-term local revenue forecasts for the City of Grand Forks are calculated to be \$140 million.

The largest source of local revenues is expected to come from the Sales Tax Revenues, which is estimated to be just over \$165 million through the life of the MTP; this forecast takes into account the sunset date of 2048 for the collection of the Additional 1/2% Sales Tax. Highway User Tax revenue estimates see a total of \$10.6 million in the Short-term, \$40.4 million in the Mid-term, and \$49.2 million in the Long-Term.

Sales Tax revenue forecasts for the Short-term anticipate a collection of \$17.6 million in the Short-term, \$66.6 million in the Mid-term, and just over \$81 million in the Long-term. Use Tax revenues are anticipated to provide \$2 million in available funding for transportation investments in the Short-term, \$7.8 million in the Mid-term, and \$9.5 million in the Long-term.

LOCAL FUNDING-MINNESOTA SIDE

Local funding revenues for the City of East Grand Forks are estimated to equal \$64.3 million between 2028 and 2050. Short-term revenues are forecasted to equal approximately \$7 million while Mid-term revenue forecasts total are equal to approximately \$26 million. Long-term local revenues are calculated to be \$31.9 million.

The majority of local revenues for the City of East Grand Forks are expected to come from the City's General Fund, which is estimated to equal \$54.8 million through 2050. Street Lights revenues forecasts are anticipated to equal \$6 million during the MTP while Snow Removal Fee and Other-Streets revenues are expected to total \$350,000 and \$57,400, respectively.

2050 MTP Revenue Forecast Summary

Revenue forecasts for Federal, state, and local sources for the North Dakota and Minnesota sides of the MPO Area are summarized in Table 16.

Table 14: Forecasted Revenues for Local Funding Sources, North Dakota Side of the MPO Area

Time Band	Highway Users Tax	Sales Tax Revenue	Use Tax	Total
Short-Term (2028 - 2030)	\$10,640,000	\$17,550,000	\$2,060,000	\$30,250,000
Mid-Term (2031 - 2040)	\$40,410,000	\$66,640,000	\$7,830,000	\$114,880,000
Long-Term (2041 - 2050)	\$49,260,000	\$81,230,000	\$9,540,000	\$140,030,000
Total	\$100,310,000	\$165,420,000	\$19,430,000	\$285,160,000

*Assumes collection of Additional ½% Sales Tax ends in 2048

Table 15: Forecasted Revenues for Local Funding Sources, Minnesota Side of the MPO Area

Time Band	General Fund	Snow Removal Fees	Street Lights	Other-Streets	Polk County Aid	Total
Short-Term (2028 - 2030)	\$5,700,000	\$30,000	\$620,000	\$6,100	\$340,000	\$6,696,100
Mid-Term (2031 - 2040)	\$21,910,000	\$140,000	\$2,390,000	\$23,100	\$1,280,000	\$25,743,100
Long-Term (2041 - 2050)	\$27,180,000	\$180,000	\$2,990,000	\$28,200	\$1,560,000	\$31,938,200
Total	\$54,790,000	\$350,000	\$6,000,000	\$57,400	\$3,180,000	\$64,377,400

Table 16: Summary of Revenue Forecasts for the 2050 MTP

Time Band	North Dakota				Minnesota			
	Federal	State	Local	Total	Federal	State	Local	Total
Short-Term (2028 – 2030)	\$6,280,000	\$38,270,000	\$30,250,000	\$74,800,000	\$97,400	\$11,000,000	\$6,696,100	\$17,793,500
Mid-Term (2031 – 2040)	\$23,760,000	\$139,690,000	\$114,880,000	\$278,330,000	\$11,888,500	\$38,810,000	\$25,743,100	\$76,441,600
Long-Term (2041 – 2050)	\$28,940,000	\$158,680,000	\$140,030,000	\$327,650,000	\$11,075,800	\$47,010,000	\$31,938,200	\$90,024,000
Total	\$58,980,000	\$336,640,000	\$285,160,000	\$680,780,000	\$23,061,700	\$96,820,000	\$64,377,400	\$184,259,100

MPO Unified Planning Work Program 2023-2024

Task	Update	% Completed	Local Adoption	State/ Federal Approval
Bike & Pedestrian Plan Update	Preliminary approvals in June and final approvals in July	99%	June/July 2023	August 2023
Street & Highway Plan / MTP	We have the base model completed, and bringing updates and seeking input from leadership and public.	70%	Oct./Nov. 2023	Dec-23
Aerial Imagery	The data has passed initial QC and we are moving into Aerotriangulation. We are on track to deliver by or before the 8/3 due date.	85%	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	Working on the contract with our federal partners and local partners		TBD	TBD