



**TECHNICAL ADVISORY COMMITTEE MEETING**  
**WEDNESDAY, SEPTEMBER 13, 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: [info@theforksmpo.org](mailto:info@theforksmpo.org). 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/Edwardson \_\_\_\_\_  
Riesinger \_\_\_\_\_

Mason/Schroeder \_\_\_\_\_  
Zacher/Johnson \_\_\_\_\_  
Kuharenko/Hunter \_\_\_\_\_  
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 AUGUST 9, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE

**ACTION ITEMS**

None.

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**NON-ACTION ITEMS**

- 5. MATTER OF STREET/HIGHWAY PLAN UPDATE..... KOUBA
- 6. MATTER OF NDDOT TRANSPORTATION ALTERNATIVE (TA)  
PROJECT SOLICITATION..... KOUBA
- 7. MATTER OF 2024-2025 UNIFIED PLANNING WORK PROGRAM UPDATE..... HALFORD
- 8. OTHER BUSINESS
  - a. 2023/2024 Unified Work Program Project Update..... HALFORD
  - b. MPO Updates:
    - New Planner ..... HALFORD
    - Safe Streets For All (SS4A) Update..... HALFORD
    - October TAC Agenda Items..... HALFORD
  - c. Agency Updates
- 9. 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  
Wednesday, August 9<sup>th</sup>, 2023**

**CALL TO ORDER**

Stephanie Halford, Chairman, called the August 9<sup>th</sup>, 2023, meeting of the MPO Technical Advisory Committee to order at 1:35 p.m.

**CALL OF ROLL**

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

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

Guest(s) present: Kristen Sperry, North Dakota FHWA; Erika Shepard, MnDOT; Carter Hunter, Grand Forks Engineering; Jason Carbee, HDR Engineering; Jeremy Williams, HDR Engineering, and Tim Finseth, NWRDC.

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

**DETERMINATION OF A QUORUM**

Halford declared a quorum was present.

**MATTER OF APPROVAL OF THE JULY 12, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

***MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE THE JULY 12<sup>TH</sup>, 2023, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.***

***MOTION CARRIED UNANIMOUSLY.***

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**ACTION ITEMS:**

**MATTER OF APPROVAL OF FINAL DRAFT URBAN AREA BOUNDARY AND MPO STUDY AREA**

Kouba reported that last month she updated everybody on the map itself, showing the boundaries for our Urban Area as well as the MPO Study Area. She reiterated that the reason we had to extend the updated boundaries, such as those by the airport, was due to having to make sure that all of the City Limit Area is within the MPO Study Area, not necessarily urban but still. She said that we were very close to where this new urbanized area is located, so we wanted to make sure we bumped it out enough to make sure we include that. She stated that other than that nothing has changed since last month, we just increase to make sure that we can visually see that the census area, the area in green, is inside our proposed urban area, the purple area, as well as Minnesota wanted us to make sure that the section of Minnesota 220 was included in the urban area as well as a section in the southern end as well.

***MOVED BY KUHARENKO, SECONDED BY EMERY, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FINAL DRAFT URBAN AREA BOUNDARY AND MPO STUDY AREA, AS PRESENTED.***

***Voting Aye: Emery, Kuharenko, Palo, Bergman, Zacher, Mason, Edwardson, and West.***

***Voting Nay: None.***

***Abstaining: None.***

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

**MATTER OF FINAL APPROVAL OF FY2023-2026 T.I.P. AMENDMENT #6**

a. Public Hearing

Kouba opened the public hearing.

There was no one present for discussion.

Kouba closed the public hearing.

Kouba reported that they received no comments online from the public on this particular amendment either.

b. Committee Action

Kouba reported that apparently the signal installation for the University Avenue Railroad Crossing was not supposed to be in FY2024, it was supposed to be in FY2023, so that has been amended in the T.I.P.



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Kouba stated that there is also a new project, a surface rehabilitation project on 6<sup>th</sup> Avenue North in 2023 as well.

***MOVED BY KUHARENKO, SECONDED BY BERGMAN, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE FY2023-2026 T.I.P. AMENDMENT #6, AS PRESENTED.***

***Voting Aye: Emery, Kuharenko, Palo, Bergman, Zacher, Mason, Edwardson, and West.***

***Voting Nay: None.***

***Abstaining: None.***

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

**MATTER OF APPROVAL OF FY2024-2027 T.I.P.**

a. Public Hearing

Kouba opened the public hearing.

There was no one present for discussion.

Kouba closed the public hearing.

Kouba reported that they received no comments online from the public on this particular amendment either.

b. Committee Action

Kouba reported that this is the final approval process, we did receive some very interesting comments from Facebook, but nothing earth-shattering, more along the lines of wanting to get rid of the slip lanes on Washington and DeMers, improve sidewalks along Washington, want better availability of paratransit, they want the cliff-note version of the T.I.P., and just things of that nature. She said that there were no e-mails, letters, or anything along that line submitted.

Kouba stated that Erika had mentioned something about transit operations. Shepard said that as they were going through the T.I.P. they noted some things that she didn't catch the first time they were sent the T.I.P. early on, but the work types that are listed, and she hasn't been able to get clarification on whether or not this is absolutely required, but it would great to have a little bit more consistency in the work types that are being listed so that they match the work types that are available in the MnDOT S.T.I.P., because they are categories that are dropped down so you can't just fill in whatever it is to match the work type that was listed in your T.I.P. so it is something she isn't clear on whether or not it can be worked on in the future to be more consistent, but she doesn't know if it is something that would hold up approval of this T.I.P., but she just wanted to flag it, that just having more consistent work types with the S.T.I.P. would be

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ideal for their geography process. Kouba responded that she can work on that, as well make it is sure it is changed, she just needs to know what work types are available, and she would mostly just do it for the Minnesota projects unless Wayne has an issue with how we write the type of work for North Dakota in which case we will change it for them too. Kouba said that she mostly was pulling from what was written in the Northwest Minnesota information, she doesn't know if that has changed or if there is something different that is being used, maybe Jon Mason can speak to that. Mason responded that he would have to check what they had for those work types, but like Erika said, he thinks they just glossed over them, they are very close, it isn't like one says reconstruction and one says preventative maintenance, it is isn't wildly off, it is just detail type things that from his perspective anybody reviewing it would say that they are the same projects, but that is just his opinion. Shepard stated that she totally agrees, but they had gotten some comments from their federal partners on making sure things are exactly consistent, but that one of the categories that she isn't exactly sure it needs to match letter for letter. Kouba said that we can definitely work on that, if we can't get confirmation on specific language, then we will work on it in the future. Shepard said that that sounds good.

Palo commented that he would like to address the Washington Street sidewalks. He stated that there are two projects that will address those issues, it is just taking a little while to work things out with the property owners, but those issues will be addressed.

Kouba said that she will include the comments into the final document and will send them out to the Technical Advisory Committee as well.

***MOVED BY PALO, SECONDED BY KUHARENKO, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE FY2024-2027 T.I.P., AS PRESENTED.***

***Voting Aye: Emery, Kuharenko, Palo, Bergman, Zacher, Mason, Edwardson, and West.***

***Voting Nay: None.***

***Abstaining: None.***

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

**MATTER OF PRELIMINARY APPROVAL OF FY2024-2025 UPWP**

Halford reported that, as she stated at the last meeting, she wanted to give you something this month to basically chew on; there are still a lot of things that need to be updated in the report, but depending on how the conversation goes and what you decide here, it will need to be updated anyway. She referred to the report and pointed out that, for example, the study area map will need to be updated. Zacher commented that he would leave the current map in there for now since that is the approved map at this point, unless Kristen has other ideas, but Federal Highway needs to approve the proposed updated MPO Study Area map, then it can be replaced.

Halford stated that she should also back up and remind everyone just in case you weren't there for the conversation, we currently have a work program approved for 2023 and 2024, but we are

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moving towards doing our work programs in the same way we do our TIPs, where there will always be a revolving year in front of us so even though we have the 2023-2024 approved right now we are looking at a 2024-2025 one so then we always have that additional year that helps with looking forward on our projects, what we have coming down the pipeline as well as it being a good thing for our partners too so they always know what is coming and they can plan for it because we know finding staff time to fit things in can be hard, so this is kind of a more forward planning process.

Halford continued going through the report and commented that one thing she has highlighted here, is one of the things she hasn't touched from last year, is a graphic that needs to be changed.

Halford referred to Table 14 in the report and stated that this is one thing that she has been working on, and it highlights what we are looking at for 2024 projects as well as the proposed budget. She said that this table will change slightly but this gives a good idea of what we are thinking of proposing that we will be doing, and what kind of budget we will be looking at, so definitely more, what she heard from the last meeting she put into next year and the following year and did it as best we can at this time. She stated that we are definitely looking for a positive outcome, as you can see, she budgeted for a planner, we currently don't have a planner, we have a Senior Planner, but hopefully we can hire one soon so we can do all of this, if we don't then we will have to make some changes, but we are planning for it now.

Halford said that, as you know, we follow the City of Grand Forks' salary plan, and their positions as well, and their proposed salary plan did get preliminary approval, but it isn't final, but we just planned for the best case scenario, that what they are hoping will happen, and it is approved, that is what we put in the budget, so that is what we planned on as well as the increase for the following year of what those positions will go to, so we are planning for that as well in the budget.

Zacher stated that, also just to point out that their formula is changing, they added Minot as an MPO, Fargo is still being reviewed, and so with the formula changing it will mean that the dollar amounts will be changing. He said that they have preliminary ideas, but again, they haven't approved anything, but once the DOT approves it then they have to ask Federal Highway for their approval, and go through that process, so for those funds, again the funds will change, and he is hoping that they have an answer by the Director's meeting in September. Halford said that they are really trying to meet the deadline, she knows that that isn't something that has happened in the past, especially on the Minnesota side, they want it submitted by the end of September, isn't that correct Erika. Shepard responded that she thinks that September 15<sup>th</sup> is the deadline, but they can try to work with you to get it ready for the first submission. Halford said that that is why we are looking at it this month and then will have a more final polished draft next month, so we can try to meet that deadline, but they are more than fine making some changes, and we do know that things will change since, as she said, we don't know when we will get a planner, retirements, things like that, just that things can happen and we will just have to roll with the punches.

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Kuharenko referred to Table 14 and commented that you are showing the Grand Valley Study in 2024 but are we still planning on starting that late this year. Halford responded that she is still planning on starting it this year, and then it will carry over into next year and finishing it early summer.

Emery referred to Table 2 and Table 3 lists the Technical Advisory Committee voting members and non-voting members and he is looking at East Grand Forks Engineering and it has him listed as the voting member and Brad Bail as a non-voting member, but in the event, he isn't here and Brad would attend, shouldn't he be a voting member. McNelis responded that the list has the main representative shown as the voting member and their alternate as the non-voting member in the event they are both present at a meeting, but if the voting member can't attend the non-voting member would be able to vote in their absence. Kuharenko said, then, that on that note you should probably change Christian Danielson to Carter Hunter. Sperry added that Sandy Zimmer should probably be changed to Pamela Todd. Mason said that Patrick Hopkins should be changed to Troy Schroeder as well.

Halford continued going over Table 14 projects briefly. She then referred to Table 15, 2025 Budget and Project list, and pointed out that it has projects that are just what we normally see, and then it has the Micro-Transit and the One-Way Pairs projects shown as well.

Kuharenko asked if they were still looking for a list of illustrative projects to put into a hopper, just as a heads up. Halford responded that she is, probably sooner than later, but this is a pretty beefy work program. Kuharenko said that one question that was brought up earlier with some internal communications has been looking back at our railroad crossings. He stated that a number of years ago there was a study done on the Mill Spur that looked at the railroad crossings, quiet zone, closing crossings; there was a Glasston Spur study that was done a number of years back, and any of the conversations that he has had with Alex Fiorini from BNSF seems to indicate there is an interest in looking at all the crossings as a whole and looking at, if we end up wanting to do crossings somewhere else as we continue to develop south, we need to be looking at other locations that we are considering closing the crossings at, so that would be a study that might be beneficial to take on at an MPO level, he doesn't know what East Grand Forks has for crossings, it would be relatively few, so he doesn't know if there would be an interest on their part as well. Kuharenko asked if East Grand Forks had converted their crossings to a quiet zone. Emery responded that they are in the process of doing that. Kuharenko said, then, that he would guess that East Grand Forks wouldn't be looking at closing any of those crossings. Emery responded that they are looking at one closure. Kuharenko said, again, that that might be something to think about doing a study on. Halford commented that they did highlight this study in the Safe Streets for All application, looking at the railroad crossings, so they could beef that part up a little bit when they put the RFP together, or do you want more than what they did in the study. Kuharenko stated that that might be a separate study, he knows it has been something that they talked about having pieces in either the Street and Highway Element, or the Bike/Ped Plan as we deal with those crossings. He said that there were issues with this in the past, so that might be something worthwhile to have its own focus. Halford said then, timeline wise, we might wait to see how Safe Streets For All shakes out and then go from there to see what is left. Kuharenko responded that he was looking at doing that in the future, not

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necessarily in 2024 or 2025, it could easily be a more out there project, just something to keep in mind. Halford said that it would be a good one for the list and note that if it doesn't make it in the next two years that we should look at it in 2026 or 2027.

Halford commented that she has done work on the graphs and budgeting things, but the body of it, she fine tune it to make sure the hours and the budget align in all the sections as well as that the language is correct as well.

Halford stated that this would be brought back next month, she just wanted to make sure that you saw it so you know that she is going on the right road.

Kuharenko said, you are looking for a more detailed description for the Grand Valley Study, was that for this or was it for something else. Halford responded that it is for this as well as our Mid-Year Report. Kuharenko asked if what he sent over was sufficient enough. Halford said that she saw the email but hasn't been able to read it yet but thanked him for sending it.

***MOVED BY KUHARENKO, SECONDED BY EMERY, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT GRANT PRELIMINARY APPROVAL OF THE FY2024-2025 UPWP, SUBJECT TO ADJUSTMENTS/AMENDMENTS, AS NECESSARY.***

***Voting Aye: Emery, Kuharenko, Palo, Bergman, Zacher, Mason, Edwardson, and West.***

***Voting Nay: None.***

***Abstaining: None.***

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

**NON-ACTION ITEMS:**

**MATTER OF STREET/HIGHWAY PLAN UPDATE**

Kouba reported that we have been throwing around some alternatives and things of that nature, and talking funding, so Jason Carbee and Jeremy Williams from HDR Engineering, are here today to give an update and also to get some input from the Technical Advisory Committee on some of this information so we can ensure that we are continuing down the path and hopefully finish on time.

Carbee stated that Jeremy and himself will cover different parts of this update. He said that they have two big elements here, and once again they want to keep this track, but they have had some delays with the travel modeling, so they want to go through alternatives and then talk about the draft funding levels and then they will discuss next steps.

Carbee said that three weeks ago they sent out a draft set of alternatives, and he will talk a little bit about the alternatives, but in talking with MPO staff and some of you he thinks the idea was to maybe simplify the alternatives, really focus on the corridor level. He stated that they will,

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and need to focus on what are, also, what are maintenance and what are state of good repair requirements, what are we going to be able to fund between now and 2050, but at that same time let's also pull out that level of funding and then identify, from an operations and capacity and safety perspective, where do we need to, what are those corridors that we really need to focus on, what do those projects look like, so the pressure has really been to tear down that list and make it a little easier to interpret, and we can talk about some of these alternatives, you can tell that map that they provided has given kind of an overview of project types, the red are kind of the widened corridors, the light blues are kind of those new functionally classified corridors, and then the darker blues are kind of the one-mile paving roads and the pink dashed are the supporting collector system that might vary a little bit depending on development locations, and then there is the interchange and the potential options for where we might have new bridges, and so, again, trying to get it into some general categories, and then more details are provided on each of those alternatives. He added that they did have a chance to talk with David Kuharenko from the City of Grand Forks and get some refinements of those alternatives and those are reflected here.

Carbee stated that he thinks that what we really want to do is to really kind of lock down that we've got a list of alternatives, we've already got some alternatives and once we kind of lock down those alternatives they will share them with everyone. He said that they are ready to take all the goals and objectives they had earlier in the process and basically go through and come up with, not only the timing of growth but also the priorities in terms of how they match up with our safety and mobility, and kind of the range of those goals and objectives that we've gotten, kind of how to prioritize this list of alternatives and work with you all, whether it is in between Technical Advisory Committee meetings or individually, just kind of like how do these fit with that overall growth pattern, what do we see as immediate needs, what is our short term, what is our long-term. He said that rather than going through each project, he would like to see if there are any questions. He added that one of the other big philosophical things he left out before we go on, is that we started to identify some of these corridors, and you see that we have Columbia, Washington, Gateway, 32<sup>nd</sup> Avenue South, Highway 2 on the Minnesota side, and Bygland; those have been identified as operations and safety, and he thinks that is an acknowledgement that by 2050 we are going to run into probably some additional congestions levels and some potential safety issues, is that these corridors might need to be revisited, and he talked with David about how 32<sup>nd</sup> Avenue South just had some pretty significant improvements through there and what we are seeing is that probably the year 2050 we will start to see some probably congestion and maybe related safety issues pop up again say 20 years from now. He said that we don't think it is probably going to be to the extent where you would initially want to do a 6 lane divided section through there, but maybe there is a signal tweak needed, are there new timing plans, what can we do to get the most out of these corridors without radical widening and right-of-way impacts, and that is kind of what those green lines that you see, and they vary from corridor to corridor; you know 32<sup>nd</sup> Avenue South there's probably not a lot of physical geometric things to do even 20 to 25 years from not, it is probably more focusing on signals and things like that, whereas some of the corridors maybe we want to reconstruct intersections, add some medians and things like that for safety.

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Carbee asked if there have been any questions as you have reviewed this, this is a little bit updated set of alternatives from what was sent out mid-July, in terms of what the alternatives look like just based on their conversations with the City of Grand Forks.

Kuharenko said that you mentioned before that this doesn't include state of good repair, doesn't include the CPR reconstructions, when are we likely to see that list. Carbee responded that the idea was that they would, the idea was that you provided a list of anticipated projects, and they went through and associated costs with those, so the way they were going to approach this was, rather than where are we going to need a mill and overlay in the year 2045, let's make sure our financial plan accounts for it, we can share that with you but he was anticipating that they would work each of you to show those projects you anticipate needing to get programmed over the next five years, and then they would also show a level of cost associated with the projects further out, a lot of times it is kind of hard to know some of those projects beyond 2032 or whatever the backend of your short-term is going to be, so the idea was that they would work with you to show those short-term projects that might show up in the T.I.P. the next five years, but they want to have representative costs in there, to make sure we maintain fiscal constraint. Kuharenko said that that makes sense, his big concern was if we have one map that shows a lot of our expansion or spot repairs and not showing our mill and overlays or reconstructs and that sort of thing, but if that is going to be separate that is fine, it should be covered then. Carbee added that that stuff is kind of baked in, right, this is the stuff that they need that requires some decision making, and they understand that given fiscal constraint, everything that shows up on this list isn't going to be able to show up on the fiscally constrained plan, and also knowing full well that the 2045 plan was all state of good repair, and they are still working through crunching the numbers, but it is a big number for state of good repair, so we might have a similar situation, he thinks you want to have individual conversations with folks on that to see, kind of, here is what we've got for your list of projects, here is what the costs look like, are all of our reasonably anticipated federal funding going to go towards maintenance projects, and kind of get everybody engaged. Kouba added do we want our major reconstructs put in the list and have those mill and overlays, those preventative maintenance projects, or state of good repair, and kind of a kitty of funding sources and you guys chose which ones are going to be moving up and on. Carbee said that honestly right now, what they talked about with MPO staff, probably anything that isn't going to show up in the short-term, so anything that is not going to be in a TIP over the next five years, even if it is a major reconstruction in say the year 2037, that would probably be in that "kitty", that says hey, we have these major projects coming, we need to keep funding for them, but at the same time whether they are in 2037 or 2042, it is a way off and you can't really tell until you get closer, so the idea is that they would probably show, you know your short term ones that, again could get programmed in the next five years.

Kouba commented that she is also happy to hear the DOT's, as well as Federal Highway's point of, if we are going in a good direction or not with our ideas and our plans for showing fiscal constraint.

Emery said that he doesn't know how much it matters at this point, he is just looking at Project ID #60, 10<sup>th</sup> Street N.E., between 11<sup>th</sup> and 15<sup>th</sup>; basically, it just says to pave gravel, that roadway right now is concrete, but it is totally shot so it would have to be a total reconstruction. Carbee

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stated that there are one or two projects that are in there that are basically reconstructs. He said that Jeremy and himself were talking that they think it is a good idea, he knows they had an initial conversation with East Grand Forks on what projects they thought would be in the industrial area, but they probably need to zoom in and give you a little bit more detail, but that segment is, and there another one in there that is the same, but it needs to be a reconstruction. He added that they have more detailed cost estimates they are working on that kind of reflects that and they are working with their partners at CPS on that, but good comment, that one is a little bit misclassified. Emery added that another one to look at is ID #59, where it says pave gravel, at best if you go east of 15<sup>th</sup>, once you get past any of the commercial properties there, at the best it is a farm road right now. Carbee said, again, Jeremy and himself are just sitting here chatting about this, when we have that follow-up conversation they will give you a more detailed map of that area, he knows it was an area of particular concern.

Carbee asked if everyone had had a chance to look through these alternatives over the last few weeks, and if not could you take a look through, and they can provide some more details on some of this, he knows the operations projects are a little bit uncertain, and you know that when you have a problem twenty years away, there is only so much you can do, and it isn't like, oh we need 50% more capacity, so some of these we will need to make assumptions on, and there may be long term issues, and they want to make sure they are reasonable assumptions, so some are geometric improvements potentially with like median and access management and things like that, and like he said some of the corridors are probably looking at signal timings and maybe some hardware here and there.

Mason asked if that level of detail will be included in the Street and Highway Plan or is that something that is available upon request. Carbee responded that that would be up to you, they have it, they will talk about what they think it is, and they are interested for your input on that, so what do you guys think, again you want these to be reasonable and publicly consumable, at the same time the recommendations in a street and highway plan at the 30,000 foot level for what is going to happen fifteen to twenty years from now where it might not be exactly right because things change and traffic patterns can change and things like that, so do you think in the plan itself we should be saying that, you know, on Washington we are assuming some geometric improvements, say north of 15<sup>th</sup> Avenue South, and Bygland, is it just a couple of roundabouts, and things like that, but what do you think is the appropriate level. He added that this is hard assumptions that go into the cost estimates that they will share when you get your general first cut of what you think of these alternatives.

Emery said that in East Grand Forks, just along Bygland Road, he knows that in the past what they had in the T.I.P. and S.T.I.P. was a roundabout at Bygland Road and Rhinehart Drive, but he sees it isn't even on the list. Carbee responded that they see the potential with traffic growth the need to manage some intersections so actually with that operations that they do anticipate maybe some roundabouts or signals or whatever the preferred concept is, but yeah, right now, again a draft cost estimate that would show a couple of roundabouts on Bygland, so that is the kind of level we are at here, but again he has a spreadsheet that he is willing and able to share when they get some feedback from you on what is reasonable to put in there. He added that at the same time he knows that sometimes you don't want to derail a corridor study or make some



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assumptions on a corridor that might cause some consternation with someone if it is something that is ten or fifteen years away, but that is kind of on a corridor by corridor basis and they can add as many details as you want to see.

Carbee said that hopefully this is becoming, again, a little bit more clear that the operations are kind of an intersection by intersection, they are not full reconstructions, where they have some initial assumptions, a lot of these have been in other corridor studies like on Gateway, we've got the 220 Corridor study so that Project 34 on Central Avenue, they are assuming that there are a couple roundabouts, he thinks three roundabouts total came out of that study, they kind of have those assumed in there so any of those detailed studies like the Skewed Intersection Study at 81 and 2, they have those recommendations from that study kind of plucked in and ready to go. He said that they just want to make sure that they have kind of the universe of potential capacity and safety type projects reflected here, and then really going down to the next level with assumptions on cost and what goes into that and what kind of priorities evolve.

Kouba asked Nick West if there is anything that is going on in the county that you can think of going on into the future, especially in the MPO area. West responded that eventually there will need to be an overlay on 32<sup>nd</sup> Avenue from the railroad tracks to County 5, will need an overlay in the near future, and that would probably be his quickest request, in the next three or four years or so, and he would ask that urban funds be used for that if possible, or a combination of funds, but obviously there will be a combination of funds, but if some urban funds could be used there and then about the only other thing he can think of right now is that someday if the 47<sup>th</sup> Avenue Overpass gets built over I-29, that some urban funds be used to build 47<sup>th</sup> Avenue out to County 5. He said that he thinks that that would be about it because the rest of the roads in the MPO area are in pretty good shape and have been overlaid recently so it would be just maintenance, maybe a chip seal here and there, that would be about it.

Kouba stated that we would want to work with you on getting an idea of the costs of those things, just on average. Carbee added that that would be great because, as he said they worked with CPS on looking at recent project costs and they kind of went in and took a pretty detailed approach to a lot of the projects, they just want to make sure that you all think they are reasonable.

West asked if a new bridge on County Road 6, across the Red River, be in the MPO's boundary, he is assuming it would. Kouba asked if it would be on Merrifield. West responded it would. Kouba said it would be within the MPO's boundary. Carbee added that even a place for an interchange, and kind of an intersection improvement, that would become more of a through corridor between the two states. He said that you can see they even did include the option for some upgrade separations with the railroad, as that southwest portion of the metro kind of grows, at least keep them on the list, they probably might not be the highest near-term priorities, but they are still showing the railroad grade separation potentially on 32<sup>nd</sup>, 47<sup>th</sup>, and then down on 12<sup>th</sup> Avenue N.E. and County Road 6, Merrifield. West said that that would be cool.

Carbee commented that, again, not everything on here, clearly is going to make our fiscally constrained list, but if they are good ideas, part of this is to make sure it is in the plan so when

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something happens down the line, and we start thinking about things that might become more of a reality as we get closer to 2050, we have them in the plan.

West stated that some other things, if you look at the County Road 5 corridor, south of the Airport, some intersection improvements are warranted, particularly at County 5 and Demers and County 5 and 32<sup>nd</sup>, those would probably be the two biggest ones. He said that he actually had a study done and there is traffic lanes and improvements warranted, they just haven't gone after anything because they are still functioning at a fair level. He added that if an interchange on I-29 is built on County 6 and a bridge across the Red River is built, he would imagine that whole loop from the Airport, south on County 5, over on 6<sup>th</sup> would get quite a bit busier so maybe the intersection on County 5 and County 6 would be an issue, so if you are really putting together a giant wish list, he would say that those three intersections could be added as something on the radar too, particularly DeMers and 32<sup>nd</sup>. Carbee stated that this came up at their stakeholder meeting in late June, the thought that Airport Road is busy, and we probably need to think to the future, and he heard you say that maybe we need to go all the way out to Merrifield as well, but they are anticipating we need some sort of intersection improvements on that road at some point in the future, so you are saying maybe sooner rather than later.

West referred to the map and asked if he was missing something here, US 2 is the green line, so wouldn't DeMers Avenue be one mile south. Carbee agreed it would be one mile south and pointed out where DeMers Avenue is on the map. West said that that is paved already, and then 17<sup>th</sup> Avenue would be the next one south, but he doesn't know if he ever sees that one paved, he doesn't envision that as it really doesn't connect up with much, but 32<sup>nd</sup> Avenue is paved all the way to County 5. Carbee said, then, that you might move 54 down to 32<sup>nd</sup>. West responded he would. Carbee stated that that is helpful, and you are saying that basically long term probably 47<sup>th</sup> Avenue South as well. West said that if the I-29 Interchange gets built, he thinks that it would just about automatically trigger paving 47<sup>th</sup> Avenue out to County 5, he thinks the writing is on the wall with that because that township road would take a massive beating. Carbee agreed that that makes sense.

Carbee commented that maybe what we should do, if we could, would be to set up some follow-up meetings with East Grand Forks, and maybe what they will do is give you a little bit more zoomed in detail and with the City of Grand Forks maybe they can start sharing some of the assumptions on some of the details for the operations projects, and some costs there as well.

Emery stated that any of these alternatives, they have to be streets/highways, whatever is eligible for federal or state funding, correct, these can't be some local roads can they. Carbee responded that we are supposed to talk about regionally significant projects, even if they are locally funded, so for instance, with development collectors, a lot of times those might be more local or developer type projects, but we just want to make sure you have access out to the arterials. Kouba stated that that would be correct, other than the fact that most federal funds are used on just your functionally classified roads, your local roads don't necessarily qualify for federal funding, but it can be raised to a regionally significant project. She cited that at one point in time we had 5<sup>th</sup> and Gateway as an intersection improvement, but that isn't something we like to do, but that could be regionally significant, especially for the network, but without Gateway being

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there it would be just a local road. Emery said that one road he is thinking about is in the industrial area, 11<sup>th</sup> Avenue, that connects 10<sup>th</sup> Street to Highway 2. He said that he doesn't know how that one is functionally classified, but that is what triggered his question. Carbee stated that he believes they are collectors, but the frontage road might be local. Mason commented that along those same lines this would also cover #59 and #64, it is kind of where we are opening up additional access to Highway 2, which would result in potentially more crashes and mobility problems, so how does this all fit together when we are gaining more access and providing connections and on-and-on, challenges could be presented further. Carbee responded that he knows there has been efforts to improve safety into that corridor as well, but great point. He said that they are anticipating to add kind of a base system approach, kind of meeting the vision for access for you, where you are turning now, just talking about during project development, kind of what does a safe approach look like, but you are right, any time you can, especially if this continues to be kind of a higher speed corridor, anytime you start adding more access points there is a potential for high injury conflict points. Carbee reiterated that even though right now we are showing every potential idea, it doesn't mean that they are the only ideas, but it hits kind of the highest priorities, but again there is some development pressure in here, and one of the things we talked about was how do we get access there.

Carbee stated that he wanted to give you a high level of funding too and talk next steps. He said that he knows we spoke to both DOTs a few months back about anticipated funding levels, and they have kind of a draft document that they provided in the packet, and he is hoping you were able to take a look at that, and he will give you kind of a highlight really quick in this presentation. He said that, again, it is the basis for fiscal constraint, they look at local, state and federal funding, and you will notice when we get to some of the tables that there is a little bit of a blurry line between state and federal because a lot of them are federally sourced but they are kind of packaged and distributed by the state, so he thinks the big difference will be local versus the state and federal that they show there.

Carbee commented that they did include the BIL or the IIJA, PROTECT and Carbon Reduction Program funds, potentially, which are kind of new funding sources since the 2045 plan. He said that, again, they reviewed historic levels, talked with both DOTs about what is reasonable to anticipate going into the future, he thinks they reviewed the past T.I.P., and for local funds they looked at the budgets for the jurisdictions, and then they did two or three interviews on some of these just going through what is reasonable, and one of the things they talked about, and there are some assumptions in there for growth rates, and a lot of that they talked about with the DOTs, but they did organize the forecasted revenue into time-bands, and this is usually one of those things you want to talk about, and right now they are showing short, so the four time-bands were current T.I.P., so 2024-2027; short-term (2028-2030 but they could probably go from 2028-2032 and then split up the mid-term and long-term from there, the thought was that going from 2028-2032 would work because the plan is good for five years and you have five years of short-term projects that could be loaded into your T.I.P.s between today and 2028 when your next MTP is updated, so that is probably something that is changeable and they might update that when they do the next version of this report). He asked if there was a best practice anyone would like to see there, he is actually leaning towards turning it into a five year 2028-2032. Kuharenko responded that he would be in support of extending that short term just because you could run into a

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problem where if they are looking at something in the mid-term, trying to pull it into the short-term, we don't want to have to revise the street and highway element, so extending that short-term could definitely help us especially as we get to the tail end of the useful life of this before we go to the 2055. Carbee said that they will plan on making that change, and he thinks that what they are really focusing on is kind of analyzing the bottom lines at this point.

Carbee asked if Jeremy had anything he would add at this point, he said that he can kind of show the totals, and he thinks the more interesting thing is probably the comparison between this and 2045. Williams responded that he would add that what we are seeing here, in the draft funding plan, it will break out each one of these federal, state, and local into more detail so if you get a chance to review that you will get a little more context. Carbee added that there aren't enough federal funds that are directly allocated to the MPO, so really the federal and state pots are probably more of the federally sourced funds that the state's each allocate, so he thinks it might help if there is a slide that kind of shows by individual program, how much the total funding is, so you have your HSIP, your Interstate Maintenance, and again Interstate Maintenance is very much a State Discretionary so that one is probably not really critical for us to focus in on too much, but the HSIP for any safety projects, we are a little bit lower in 2050 versus 2045 on the North Dakota side, and we talked a lot about that when they talked to NDDOT. He said that Urban Local Roads and Urban Regional Roads, you can see those two comparisons, again, we are a bit lower in 2050 than we were in 2045, the county program.

Carbee commented that on the Minnesota side, in that district they are showing pretty big jumps in the district managed program, in the Minnesota State Aid Program, and that is something that they can have a follow-up conversation on if you get into that and have questions, but he thinks those are the levels they talked about during their talk with MnDOT a few weeks ago.

Carbee stated that there are two new programs, they took a stab at estimating how much the annual allocation was for each state and then what percentage of the population each of those areas were, and over 23 years neither of these programs are going to be huge, especially on the Minnesota side, but over those 23 years he thinks they will get about \$21,000,000 in North Dakota and just under a million for Minnesota and then for Carbon Reduction about \$12,000,000 for North Dakota and about \$34,000 for Minnesota.

Carbee commented that they have the pavement management reports that got done, and Teri did a great job of getting a really comprehensive list together from all of your agency partners on all of your state of good repair; including pavement repairs, whether they are mill and overlays or reconstructs and rehabs, but they have really been working off of that list for a lot of this. Kouba stated that she has to give props to all of the partners here because they gave her a lot of information and she just pulled it all together. Carbee said that this gave them a big advantage with anticipating projects, they started comparing that to the reports you wrapped up last year, and they will be sharing that information soon, and it will lead into the fiscal constraint portion and see what might be left for that universe of alternatives we were just looking at.

Carbee stated that they are hoping to get your feedback on the alternatives list, again; they got their thoughts on the refined elements of each of them and what the costs might be, so when they

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kind of get that “yes, this looks like a good list to start with”, they will spend some time over the next few weeks having some individual discussion with each of you, and then kind of finalize what that funding and maintenance looks like. He said that they are shooting for late September for an open house and on-line engagement opportunity, and he thinks that at our next Technical Advisory Committee meeting we want to talk through the details of the priorities, like which of these projects falls into the short-term, mid-term, and which ones are top tier priorities and which ones are a little further off. He added that they have been working on pieces of the draft document over the last several months, and they will have a draft later in October. He said that they had some delays with the travel model, they are hoping to get some of the alternative travel model results at the end of this month.

Kouba commented that, just to let you know, our September Technical Advisory Committee meeting is on September 13<sup>th</sup>. Carbee stated again that they anticipate checking in individually probably before then just to make sure we are good with all the elements that go into those alternatives and start talking about priorities at the September Technical Advisory Committee meeting.

Kuharenko referred to Page 4, under the local revenue sources, the special assessment piece, one piece he does want to clarify in there is you’ve got in here that special assessment fees are determined by dividing the total cost of the construction improvement between all properties that will benefit; we are going to need to tweak that language a bit because when it comes to federal aid projects they don’t special assess those projects and a lot of times with their cost share they may only special assess 20%, so that is one piece that he wants to get clarified in there. Carbee asked if you assess up to the match on a typical 80/20 split, is that what you are saying. Kuharenko responded that that isn’t correct. He explained that when it comes to federal aid projects they do not special assess, zero, the match on that one is entirely local. He said that if they do special assess a project they have different cost share policies for different roadways, if it is local or classified and whether it is a brand-new roadway or a reconstruct they have different policies, and we can talk more on this later.

Kuharenko referred to Page 5 and stated that we have the various funding sources, and you mentioned that with the TA Program, how it hasn’t been included in the past, but you are looking at including it in this one, but he wants to be hesitant on that because that is typically geared more towards shared-use paths, that sort of thing, and he doesn’t want that funding to be misconstrued with street funding. Carbee agreed that he was right. He said that they can leave it out if that is the consensus, there are some elements you can blend into street projects, again the Complete Streets approach, but you are right, so he thinks it would be okay to leave it out.

Kuharenko said that the other question he has is on that same table where you have the Urban Local Road Program, the Regional Primary Program, and the dollar amounts on that, is that just the federal funding or is that federal, state and local funding going into each of those categories. Carbee responded that he believes it is the federal portion of those funds. Kuharenko said that the reason he asked that is because he wants to make sure that if there are local funds involved that we aren’t double counting local funds.

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Kuharenko said that last piece he has has to do with the revenue sources, and there are some more details that we can talk about later, but he knows that with a lot of their Highway Users and Sales Tax, particularly the Highway Users, they do end up also funding a large portion of their Street Department, and so even though they may have like \$2.7 million to \$3 million dollars coming in, about \$2 million has to go to the Street Department and he wants to make sure we aren't over-counting our revenue on that. Carbee stated that that is a very good note because one of the requirements of MTPs is to account for those operation costs as well.

Kuharenko said that the last question he is asking is just on the Carbon Reduction Program and PROTECT Program. He stated that it sounds like you got those numbers from the DOT. Carbee responded that it is based on the methodology they discussed with the DOT. Kuharenko said that he doesn't think they have seen that program yet, and he doesn't want to count the chickens before they hatch. Carbee agreed, adding that again these are all discretionary programs, and that is one thing they really need to emphasize, it isn't like, this is what we anticipate showing up every year, it is like, there may be two projects between now and 2050, so how much funding is reasonable to anticipate because we are competing with Bismarck, Fargo and Minot. Kuharenko added that when it comes to the PROTECT Program too, we've got a flood protection system that a lot of other cities don't have.

Information only.

**OTHER BUSINESS**

A. 2022/2023 Annual Work Program Project Update

- 1) Bicycle/Pedestrian Element Update: Halford said that we just got signed resolutions from both cities, so we are buttoning that up and are just working with the consultant getting all of the data and the edible documents so we can have those in the future.
- 2) Street/Highway Element Update: Halford said that we went over, she thinks pretty well where we are at with the Street and Highway Plan.
- 3) Aerial Imagery – Kouba reported that we have the imagery, and she is working on getting it to Josh in Grand Forks and to Steve and Corey in East Grand Forks. She said that if there is anyone she missed on sending the information to please let her know so that she can add them to the list.

B. MPO Updates

- 1) Safe Streets For All – Halford reported that they are working on the MOU with the Cities of Grand Forks and East Grand Forks and they will start drafting the document and get it ready to sign and then they will put an RFP together and start running with it, so that will be exciting.

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- 2) September TAC Agenda Items – Halford reported that so far, as we mentioned earlier, the Work Program will be coming back, usually we always have T.I.P. amendments but so far, we haven't heard of any at this time, possibly Street and Highway updates, but there could be more coming over the next week or two.

C. Agency Updates

- 1) Kuharenko said, on T.I.P. amendments for the next cycle, he can't remember, was the design engineering for the 47<sup>th</sup> Avenue Interchange in the S.T.I.P. Zacher responded that Mike Johnson asked him that question the other day, and there was a T.I.P. amendment that was made in February, and he wasn't sure if that was the next step or not, but that is what he told Mike, that it was shown in February. Kuharenko said that that might be something to keep an eye out for. Zacher stated that it was probably in February of the existing document, the amendment that added 47<sup>th</sup>. Kouba commented that she knows it was in the T.I.P. already. Kuharenko stated that we don't necessarily have to address it right now, it is more of a general comment.
- 2) Palo reported that on the North Dakota side, just to help get the word out, starting August 1<sup>st</sup> North Dakota now has a Primary Enforceable Seatbelt Violation law that states everyone must wear a seatbelt, and traffic in a circle or roundabout must indicate when they want to leave it. Kouba said that they practiced that down in the Cities when they were there last weekend.

Information only.

**ADJOURNMENT**

***MOVED BY EMERY, SECONDED BY BERGMAN, TO ADJOURN THE AUGUST 9<sup>TH</sup>, 2023 MEETING OF THE TECHNICAL ADVISORY COMMITTEE AT 2:59 P.M.***

***MOTION CARRIED UNANIMOUSLY.***

Respectfully submitted by,

Peggy McNelis, Office Manager



**MPO Staff Report**  
**Technical Advisory Committee:**  
September 13, 2023  
**MPO Executive Board:**  
September 20, 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 August meeting, HDR went over the alternatives that can mitigate the traffic impacts and get the TAC's input on what is the priority order of major projects. They also discussed estimated costs of the alternative projects and how they work into the available federal funds that we have estimated. After the meeting one on one discussions were held with East Grand Forks and Grand Forks staff to get a better understanding of the priorities.

At this meeting we are looking to the TAC to verify the costs, priorities, and timing of the projects we discussed previously. We also have the future traffic volumes with 2 bridges, only a Merrifield bridge, and only a South End bridge. We would like to know if there are projects that need to be added to the vision/illustrative projects that will need to find funding.

**Questions:**

- At what point will projects that mitigate traffic congestion because there is no bridge start to be built or prioritized?
- If those projects start to be built will that be the point of no return for a bridge?

**Findings and Analysis:**



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

**Support Materials:**

- Presentation



Grand Forks - East Grand Forks

METROPOLITAN  
PLANNING ORGANIZATION

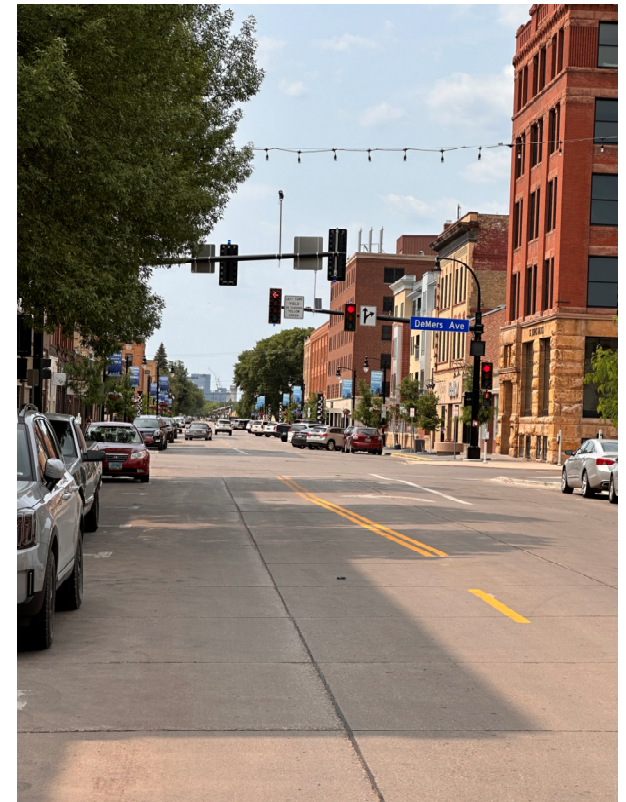
# STREET AND HIGHWAY PLAN UPDATE

MPO TAC MEETING

SEPTEMBER 13, 2023

# AGENDA

- State of Good Repair Plan
- Vision Plan Projects
- Travel Model Results
- Draft Plan Elements
- Next Steps



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# STRATEGY TYPES



## Maintenance / State of Good Repair Projects

- Keep current streets in a state-of-good-repair (SOGR)



## Operations / Safety

- Focus on intersections (signal timing, safer geometry, roundabouts, etc)
- Limited / no widening



## Widenings

- Adding travel lanes in growth corridors
- Current 2-lane rural to 3-lane and 4-lane divided streets



## New Streets / Bridges

- New streets in growth areas
- New Red River crossings
- New railroad grade separations



## Pave Gravel Roads

- Current rural gravel roads paved
- In growth areas and industrial parks

# MODEL RUN – NO BUILD RESULTS

- Existing Traffic Volumes Compared to E+C (No Build)
- Growth across the network, particularly south Grand Forks

## Legend

E+C ADT Forecasts

Existing Traffic Volumes

Existing ADT - 2050 E+C Delta

■ Decrease of 1,000 or More ADT

■ Decrease of 500 to 999 ADT

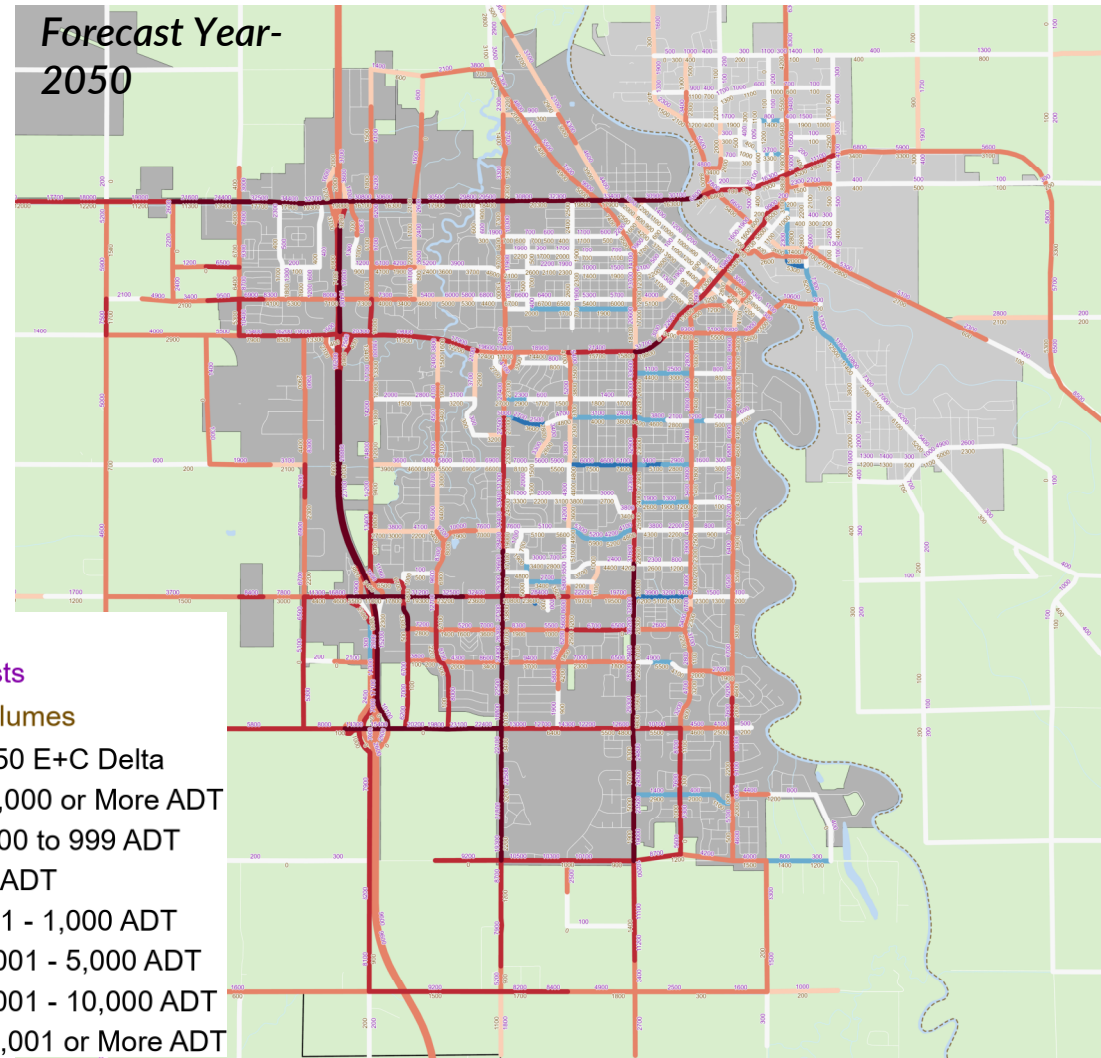
■ No Change in ADT

■ Increase of 501 - 1,000 ADT

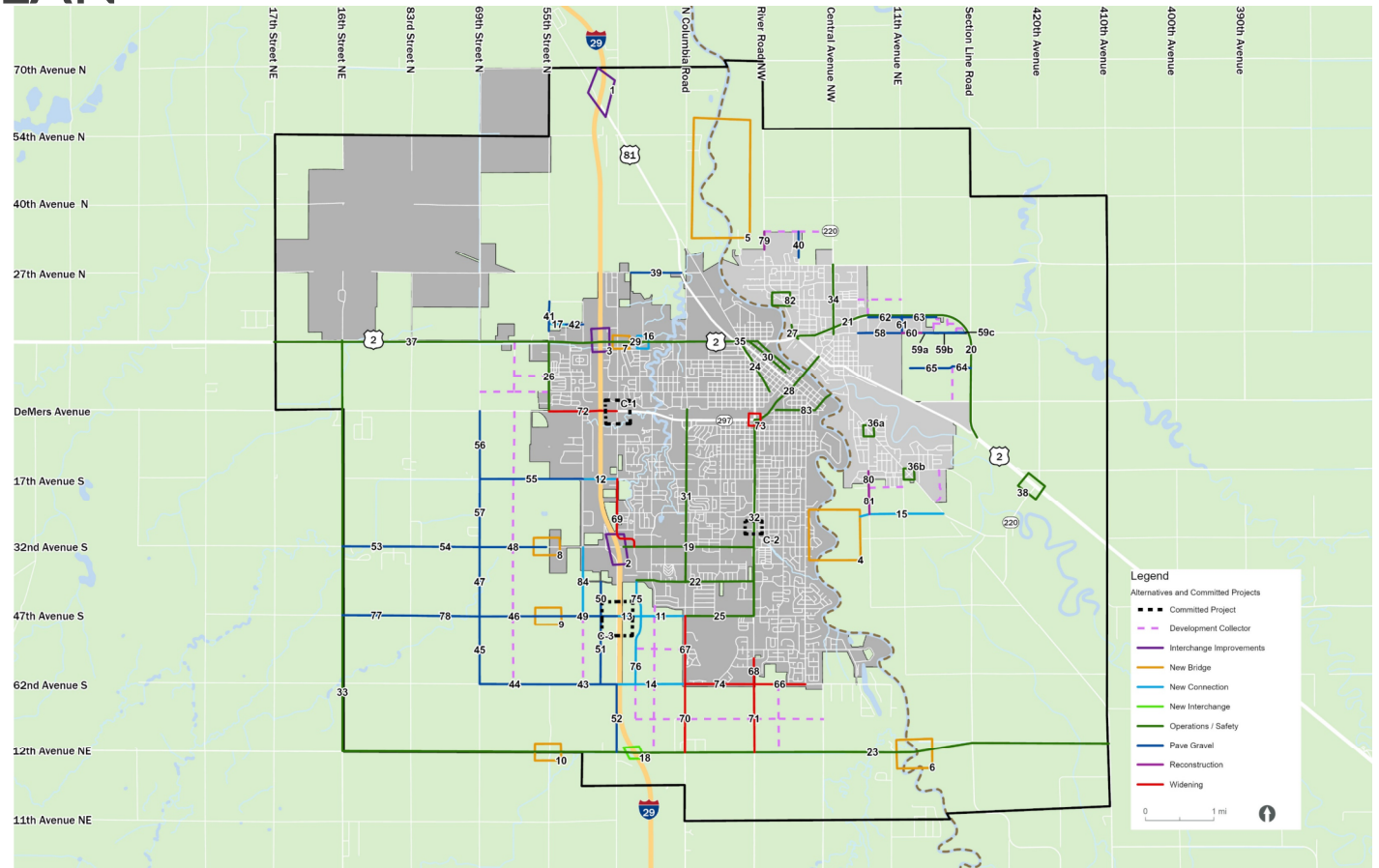
■ Increase of 1,001 - 5,000 ADT

■ Increase of 5,001 - 10,000 ADT

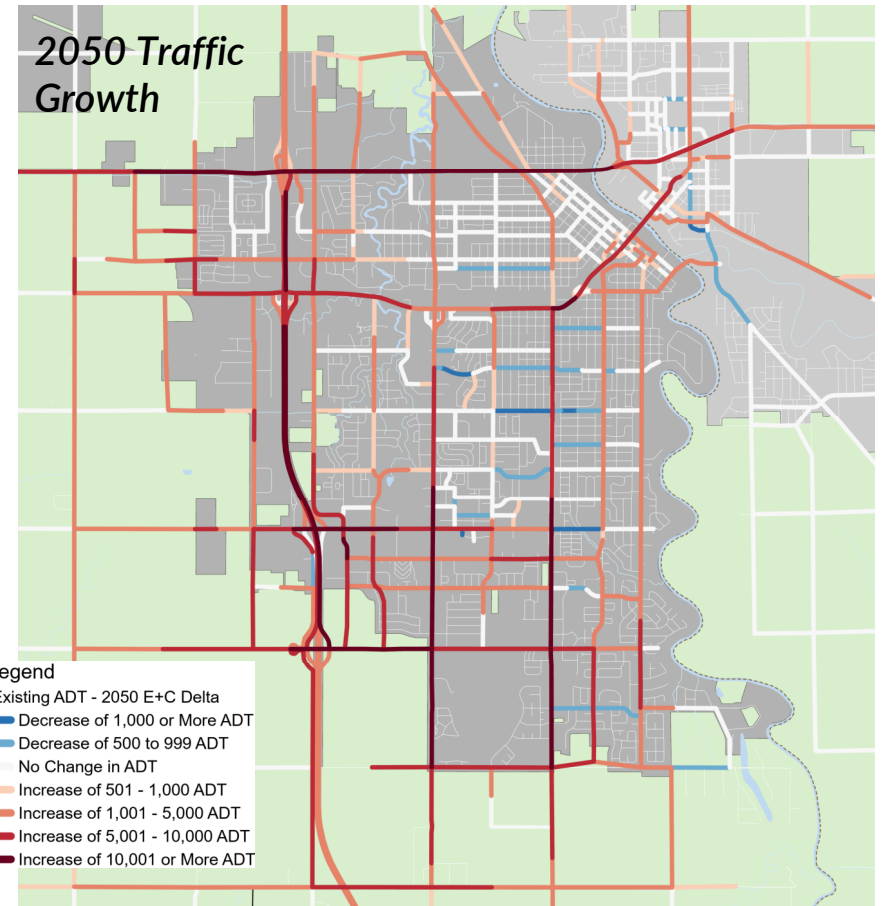
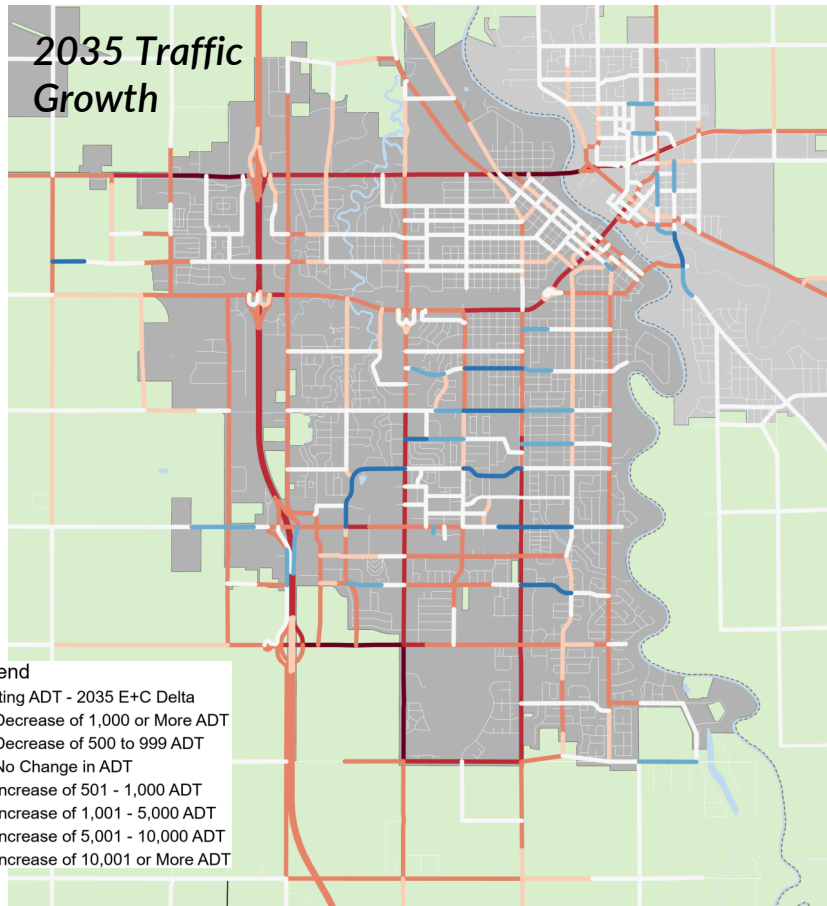
■ Increase of 10,001 or More ADT



# STREET AND HIGHWAY PLAN- DRAFT VISION PLAN



# 2035 TRAFFIC GROWTH COMPARED TO 2050 TRAFFIC GROWTH



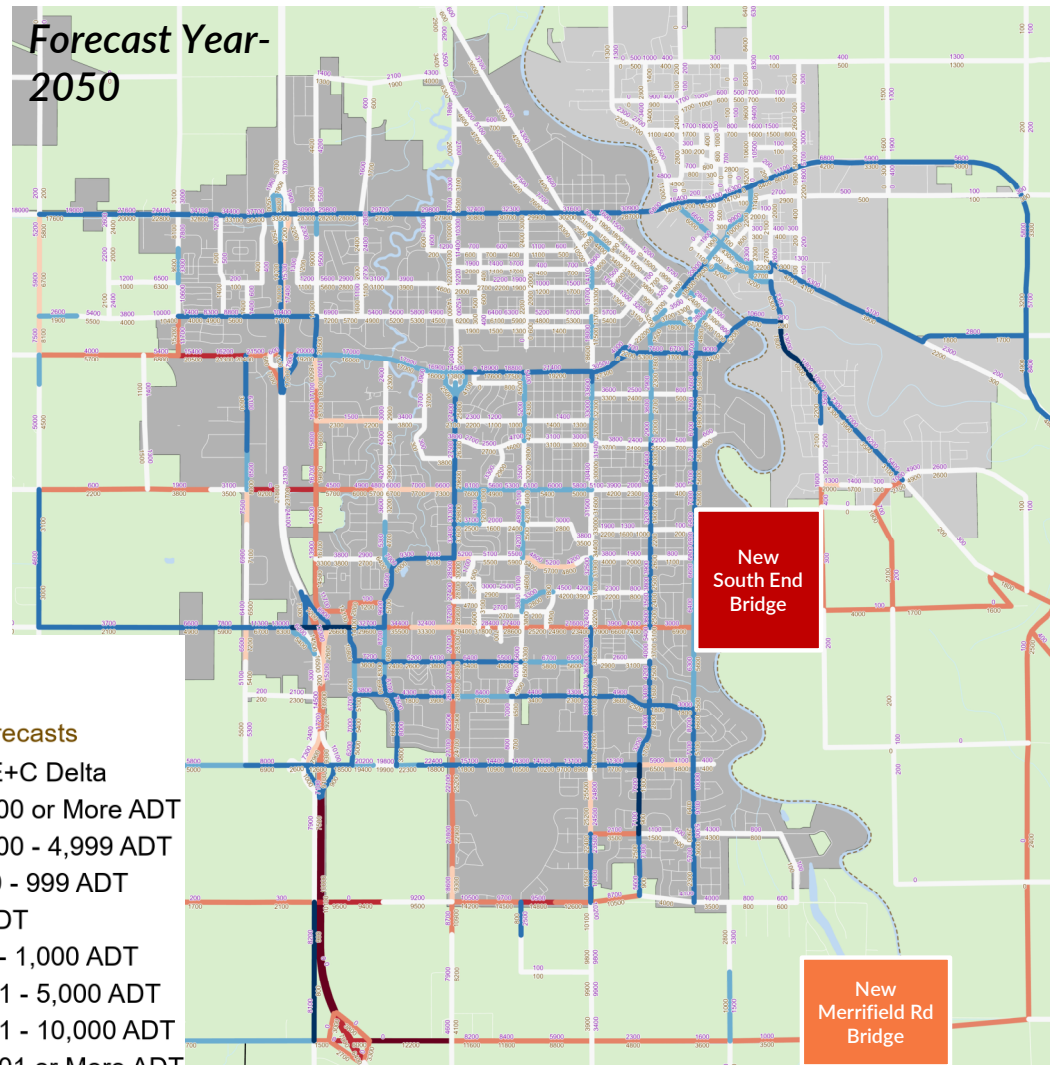


# MODEL RUN – BUILD OPTION 1 RESULTS *TWO BRIDGES*

- Vision Plan with Both Bridges Compared to E+C (No Build)
- Highlights:
  - Decreases on 4<sup>th</sup> Ave South / Minnesota Avenue
  - Decreases on Cherry Street and Belmont Rd
  - Decreases on DeMers between Columbia Rd and Sorlie Bridge
  - Decreases on Gateway Avenue
  - Increases on 32<sup>nd</sup> Ave west of Columbia Rd
  - Increases on 42<sup>nd</sup> Ave
  - Increases on Merrifield Rd
  - Increases on I-29 between 47<sup>th</sup> and Merrifield Rd

## Legend

- E+C ADT Forecasts
- Full Build 1 ADT Forecasts
- Full Build 1 - 2050 E+C Delta
  - Decrease of 5,000 or More ADT
  - Decrease of 1,000 - 4,999 ADT
  - Decrease of 500 - 999 ADT
  - No Change in ADT
  - Increase of 501 - 1,000 ADT
  - Increase of 1,001 - 5,000 ADT
  - Increase of 5,001 - 10,000 ADT
  - Increase of 10,001 or More ADT



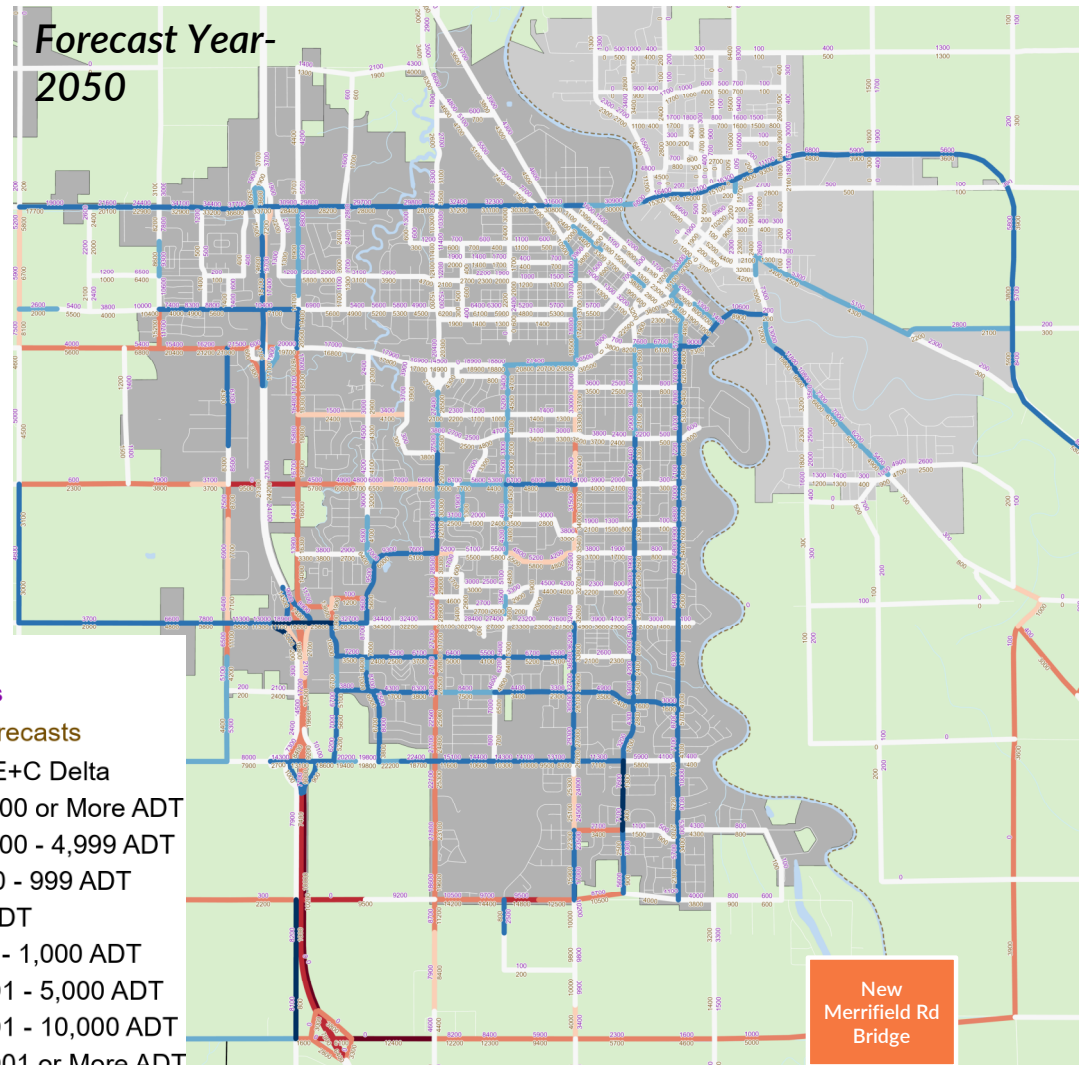


# MODEL RUN – BUILD OPTION 2 RESULTS MERRIFIELD RD BRIDGE

- Vision Plan with Both Bridges Compared to E+C (No Build)
- Traffic Volume Change Highlights :
  - Decreases on 4<sup>th</sup> Ave South / Minnesota Avenue
  - Decreases on Cherry Street and Belmont Rd
  - Decreases on DeMers between Columbia Rd and Sorlie Bridge
  - Decreases on Gateway Avenue
  - Decreases on 32<sup>nd</sup> Ave west of Columbia Rd
  - Increases on 42<sup>nd</sup> Ave
  - Increases on Merrifield Rd
  - Increases on I-29 between 47<sup>th</sup> and Merrifield Rd

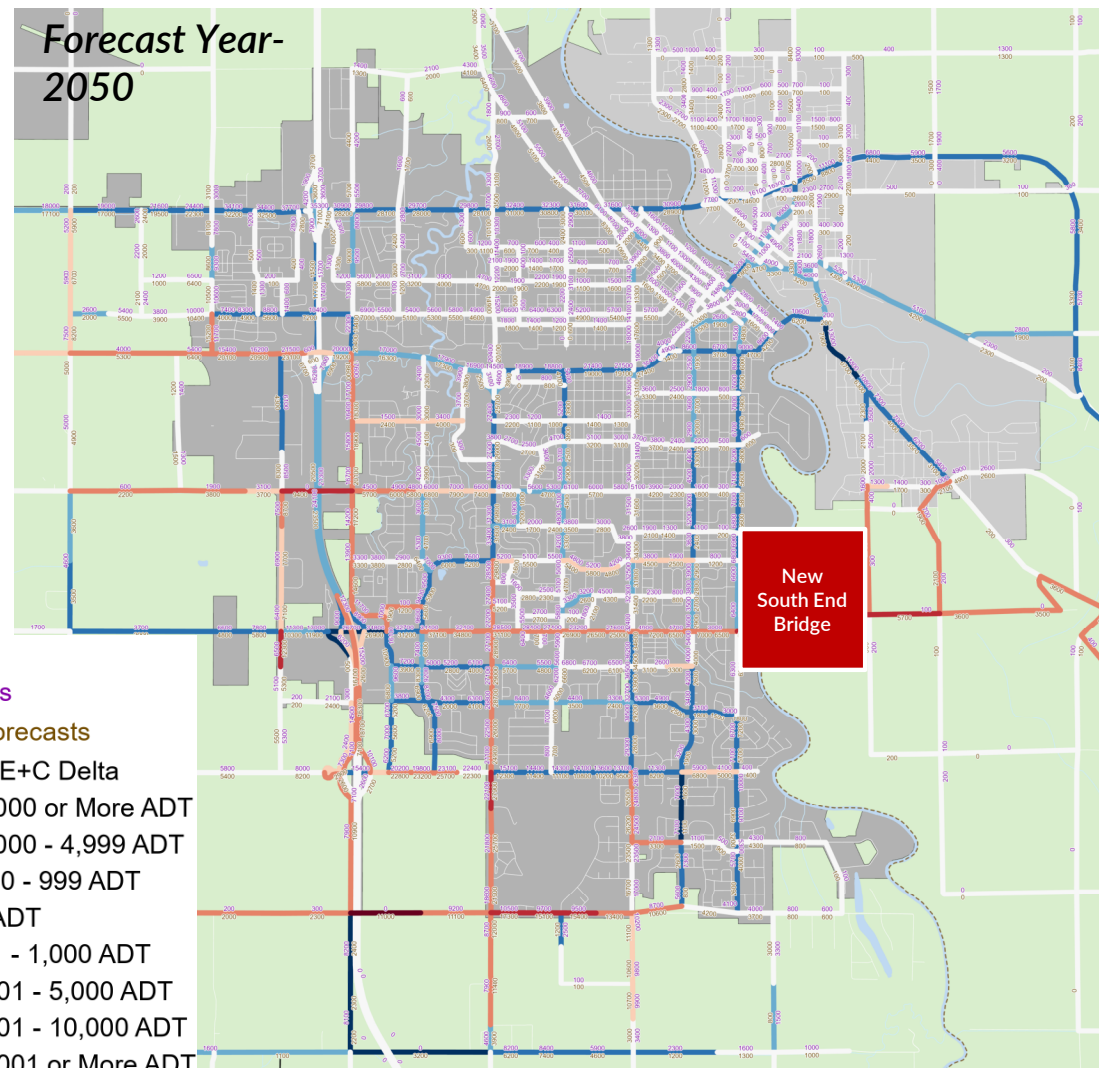
## Legend

- E+C ADT Forecasts
- Full Build 2 ADT Forecasts
- Full Build 2 - 2050 E+C Delta
  - Decrease of 5,000 or More ADT
  - Decrease of 1,000 - 4,999 ADT
  - Decrease of 500 - 999 ADT
  - No Change in ADT
  - Increase of 501 - 1,000 ADT
  - Increase of 1,001 - 5,000 ADT
  - Increase of 5,001 - 10,000 ADT
  - Increase of 10,001 or More ADT



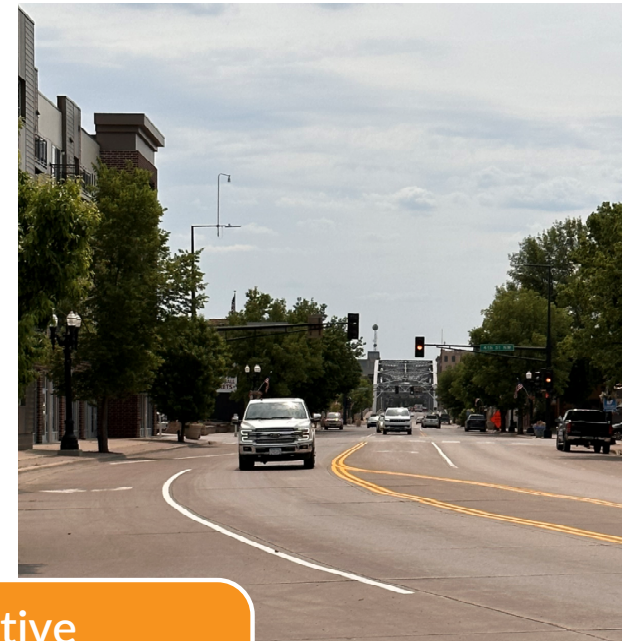
# MODEL RUN – BUILD OPTION 3 RESULTS SOUTH END BRIDGE

- Vision Plan with Both Bridges Compared to E+C (No Build)
- Traffic Volume Change Highlights:
  - Decreases on 4<sup>th</sup> Ave South / Minnesota Avenue
  - Decreases on Cherry Street and Belmont Rd
  - Decreases on DeMers between Columbia Rd and Sorlie Bridge
  - Decreases on Gateway Avenue
  - Decreases on Merrifield Rd
  - Increases on 32<sup>nd</sup> Ave west of Columbia Rd
  - 42<sup>nd</sup> Ave Increases
  - Increases on I-29 between 47<sup>th</sup> and Merrifield Rd



# STATE OF GOOD REPAIR PLAN

- Funding Resources – All Sources 2024-2050 (Federal and Local):
  - North Dakota side - \$25M annually
  - Minnesota side - \$6M annually
- Pavement Maintenance Funding Requirements (from 2022 Pavement Study):
  - North Dakota side - \$35M annually
  - Minnesota side - \$6M annually



## Fiscally Constrained List = Maintenance Projects

- Focus on Grand Forks / East Grand Forks priority projects

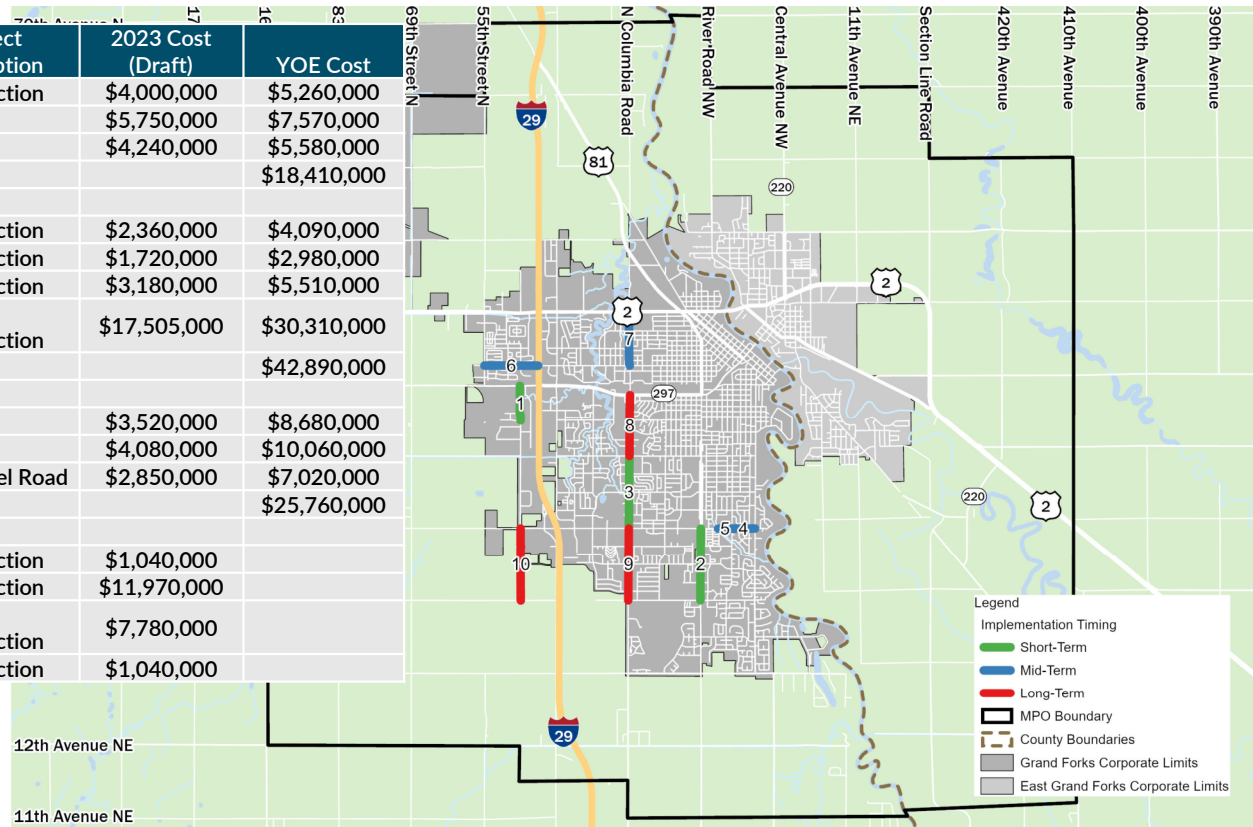


## Vision / Illustrative Project List = Expansion Alternatives

- Regional Needs
- Alternative Funding / Grant Opportunities

# DRAFT CITY OF GRAND FORKS PRIORITIES

| Time Band    | Location            | Extent                        | Project Description    | 2023 Cost (Draft) | YOE Cost     |
|--------------|---------------------|-------------------------------|------------------------|-------------------|--------------|
| Short-Term   | S 48th Street       | DeMers Ave to 11th Ave S      | Reconstruction         | \$4,000,000       | \$5,260,000  |
| Short-Term   | S Washington Street | 32nd Ave S to 47th Ave S      | CPR                    | \$5,750,000       | \$7,570,000  |
| Short-Term   | S Columbia Road     | 17th Ave S to 32nd Ave S      | CPR                    | \$4,240,000       | \$5,580,000  |
|              |                     |                               |                        |                   | \$18,410,000 |
| Mid-Term     | 32nd Ave S          | Belmont Rd to Cherry St       | Reconstruction         | \$2,360,000       | \$4,090,000  |
| Mid-Term     | 32nd Ave S          | Cherry St to S 10th St        | Reconstruction         | \$1,720,000       | \$2,980,000  |
| Mid-Term     | University Avenue   | I-29 to N 55th St             | Reconstruction         | \$3,180,000       | \$5,510,000  |
| Mid-Term     | N Columbia Road     | U.S. 2 to University Ave      | CPR and Reconstruction | \$17,505,000      | \$30,310,000 |
|              |                     |                               |                        |                   | \$42,890,000 |
| Long-Term    | S Columbia Road     | DeMers Ave to 17th Ave S      | CPR                    | \$3,520,000       | \$8,680,000  |
| Long-Term    | S Columbia Road     | 32nd Ave S to 47th Ave S      | CPR                    | \$4,080,000       | \$10,060,000 |
| Long-Term    | S 48th Street       | 32nd Ave S to 47th Ave S      | Pave Gravel Road       | \$2,850,000       | \$7,020,000  |
|              |                     |                               |                        |                   | \$25,760,000 |
| Illustrative | Cherry Street       | 28th Ave S to 32nd Ave S      | Reconstruction         | \$1,040,000       |              |
| Illustrative | S Washington Street | 57th Ave S to 62nd Ave S      | Reconstruction         | \$11,970,000      |              |
| Illustrative | 24th Ave S          | Belmont Rd to S Washington St | Reconstruction         | \$7,780,000       |              |
| Illustrative | Cherry Street       | 28th Ave S to 32nd Ave S      | Reconstruction         | \$1,040,000       |              |



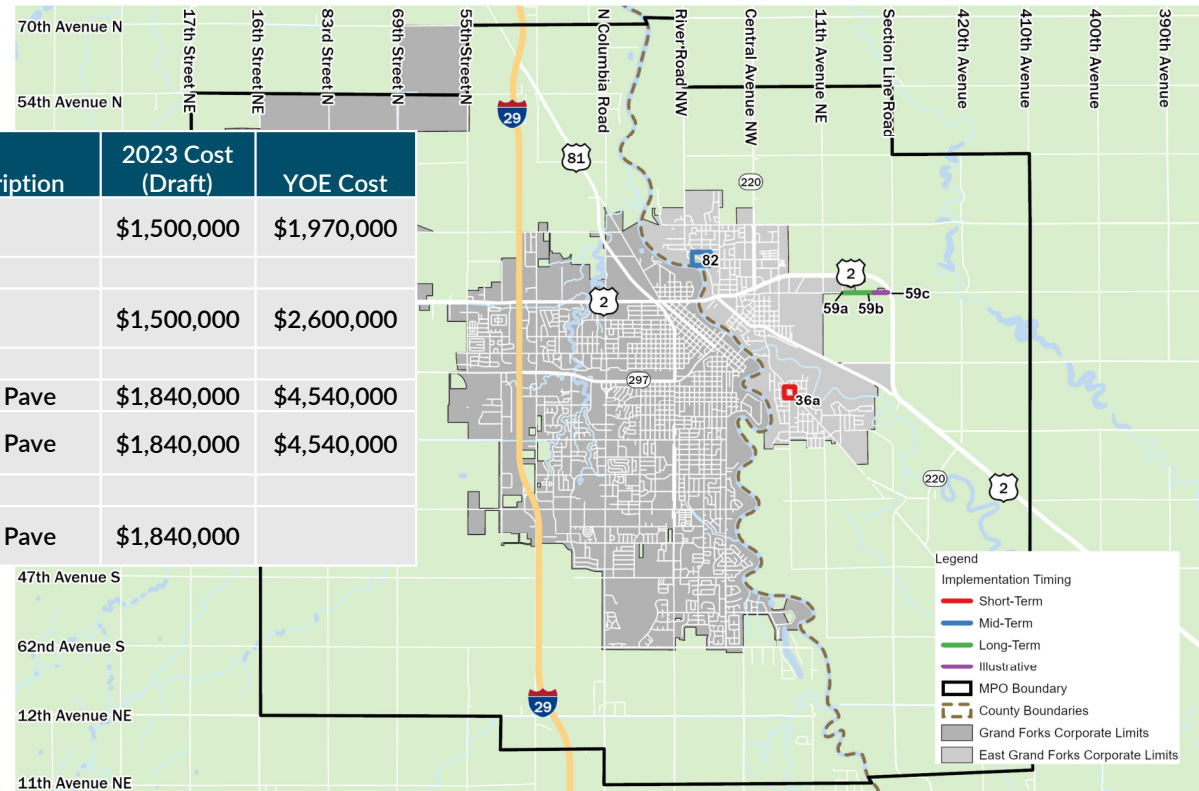
- Potential Urban Roads Projects
- Time Frames
  - Current TIP: 2024 - 2027
  - Short-Term: 2028 - 2032
  - Mid-Term: 2033 - 2041
  - Long-Term: 2042 - 2050



# DRAFT CITY OF EAST GRAND FORKS PRIORITIES

| Time Band    | Roadway      | Location                                                 | Project Description      | 2023 Cost (Draft) | YOE Cost    |
|--------------|--------------|----------------------------------------------------------|--------------------------|-------------------|-------------|
| Short-Term   | Bygland Road | Rhinehart                                                | Intersection Improvement | \$1,500,000       | \$1,970,000 |
| Mid-Term     | River Road   | 12th Ave NW / 17th St NW                                 | Intersection Improvement | \$1,500,000       | \$2,600,000 |
| Long-Term    | 10th St NE   | 15th Ave NE to .25 Miles East                            | Reconstruct and Pave     | \$1,840,000       | \$4,540,000 |
| Long-Term    | 10th St NE   | .25 Miles East of 15th Ave to .50 Miles East of 15th Ave | Reconstruct and Pave     | \$1,840,000       | \$4,540,000 |
| illustrative | 10th St NE   | 0.5 Miles East of 15th Ave to U.S. 2                     | Reconstruct and Pave     | \$1,840,000       |             |

- Potential City Sub-Target Projects
- Time Frames
  - Current TIP: 2024 - 2027
  - Short-Term: 2028 - 2032
  - Mid-Term: 2033 - 2041
  - Long-Term: 2042 - 2050



# STREET AND HIGHWAY CONTENTS



- Introduction
- Goals and Objectives
- Plan Engagement
- Community Profile
- Existing Transportation System Performance
- Future Trends and Needs
- Street and Highway Funding
- Alternatives Development and Prioritization
- Fiscally Constrained Plan
- Environmental Mitigation
- Federal Compliance



# REMAINING SCHEDULE

- September 21 Public Open House at River Cinema, 4-6 PM
- Draft to Planning and Zoning and Councils in October
- Adoption by December 2023





THANK YOU!

QUESTIONS?







# **MPO Staff Report**

**Technical Advisory Committee:**  
September 13, 2023

**MPO Executive Board:**  
September 20, 2023

**STAFF RECOMMENDED ACTION: FY 2025-2028 Transportation Improvement Program (TIP) Solicitation**

**TAC RECOMMENDED ACTION:**

Matter of the FY2025-2028 TIP Solicitation.

## **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.

This is the best opportunity to add projects to the TIP. We do this TIP annually so that adjustments can be made on a regular set schedule. We have the authority to wait to solicit for a new TIP document every fourth year instead of annually. We continue to believe an annual solicitation and adoption of a new TIP best serves our purposes. With the excitement of opening the TIP up for new projects, we cannot lose sight that we are still required to be consistent with our Metropolitan Transportation Plan (MTP) that contains a financial plan that is fiscally constrained. While the new 2050 MTP is in the process of being updated, adoption in December, we will be using it as the plan that serves as the financial plan for our TIP programming responsibilities. New projects should focus on being submitted for the last year, or fourth year, of the TIP since no projects have been formally programmed for that year. For this solicitation most of the programs are for 2028.

The solicitation of the many federal funding programs are opening soon. As of right now the MPO has heard about Transportation Alternatives (TA) Program solicitations.

- North Dakota released their solicitation on September 1<sup>st</sup>. The applications are due to NDDOT by December 29<sup>th</sup>, 2023. To follow the MPO process the applications need to be to the MPO by November 29<sup>th</sup>, 2023.
- Minnesota will release their solicitation on October 2, 2023. They have a deadline of January 12, 2024, to be to the Area Transportation Partnership (ATP). For the MPO to meet that deadline applications are due to the MPO by November 29, 2023, to go through the MPO Process in December.

The MPO's [TIP Procedural Manual](#) identifies the general process for projects for the TIP. In general, the projects from the FY2023-2026 TIP have been prioritized and selected to be done in the year identified in the TIP. Despite that, every project will need to be reviewed based on a variety of changes.

**Findings and Analysis:**

- The 2050 MTP list of projects with the fiscally constrained Plan.
- Programmed projects for 2025, 2026, 2027 already create fiscally constrained funds.
- 2028 is the first year that funds have not been programmed specifically towards projects, yet the MTP has identified the priority projects for consideration.
- Each State has a slightly different timeline for consideration of candidate projects from various programs.

**Support Materials:**

- NDDOT TA Solicitation Letter for FY2026 funding.
- Northwest ATP FY2025-2028 STIP development timeline.
- The 2024-2027 TIP projects list.

September 1, 2023

TO: City Commission/City Auditors  
County Commission/County Auditors  
City Engineers of 11 Major Cities  
Metropolitan Planning Organizations  
Tribal Chairpersons  
Tribal Planners  
North Dakota Schools  
ND Parks and Recreation

USDA Forest Service  
ND Forest Service  
ND Health & Human Services  
ND Game and Fish  
BIA Regional Office in Aberdeen  
Transit Providers  
US Fish and Wildlife  
US Army Corps of Engineers

### TRANSPORTATION ALTERNATIVES (TA) PROGRAM

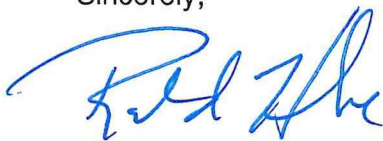
The North Dakota Department of Transportation (NDDOT) is accepting applications for Transportation Alternatives (TA) Program projects for federal fiscal year 2026.

TA provides funding for projects that include: **1)** Pedestrian and bicycle projects; **2)** Safe routes to school and safe routes for non-drivers projects; **3)** Conversion and use of abandoned railroad corridor projects for non-motorized users; **4)** Construction of turnouts, overlooks, and viewing areas along roadways; **5)** Community improvement activities including: preservation and rehabilitation of operating historic transportation facilities, vegetation management practices in transportation rights of way, archaeological activities relating to impacts from implementation of a transportation project, streetscape improvements, and corridor landscaping; and **6)** Environmental mitigation projects.

To learn more about the TA program, including funding guidelines, eligible project applicants, and instructions, go to the NDDOT web page at <https://www.dot.nd.gov/divisions/localgov/TA.htm>.

TA applications are to be submitted to the NDDOT by December 29, 2023. If you have questions or need assistance with the application process, please contact Pam Wenger, Local Government Division, at (701) 328-4787 or [pwenger@nd.gov](mailto:pwenger@nd.gov).

Sincerely,



Ronald J Henke, P.E.  
Director

38/pjw/sbs

# Northwest Minnesota Area Transportation Partnership (ATP-2) fiscal year 2025-2028 STIP development timeline

| Timeline                             | Activity                                                                                                                                                                                                                                                                                              | Agent                  |
|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| September 21, 2023                   | Meeting, primary purpose is to review & prioritize PROTECT applications and begin the 2025-2028 ATIP development.                                                                                                                                                                                     | ATP                    |
| October 2, 2023                      | Commence Transportation Alternatives (TA) solicitation                                                                                                                                                                                                                                                | OTSM, ATPs, MPOs       |
| October 2023 – January 2024          | Solicit locally sponsored candidate road and bridge projects for ATP Managed Program funding                                                                                                                                                                                                          | Project Proposers      |
| October 2023 – January 2024          | MnDOT Office of Traffic Engineering conducts statewide solicitation for federal HSIP safety candidate projects                                                                                                                                                                                        | OPE, Project Proposers |
| October 31, 2023                     | Deadline for TA Letter of Intent submittals                                                                                                                                                                                                                                                           | Project Proposers      |
| November 1, 2023 – November 17, 2023 | Regional planning representatives determine TA LOI submittals for eligibility and provide full application to eligible applicants                                                                                                                                                                     | MPO, RDCs              |
| November 18, 2023                    | Commence full application phase of TA solicitation                                                                                                                                                                                                                                                    | Project Proposers      |
| January 12, 2024                     | Deadline for locally-sponsored ATP Managed Program (Surface Transportation Block Grant (STBGP) and for TA projects) application submittals<br><br>*MPO TAC Jan. 10 <sup>th</sup> and MPO Board Jan. 17 <sup>th</sup> will review and make determination of consistency with MTP and identify priority | Project Proposers      |
| February 15, 2024                    | Meeting, primary purpose: <ul style="list-style-type: none"> <li>Review funding targets</li> <li>TA applicant presentations</li> </ul>                                                                                                                                                                | ATP                    |
| March 7, 2024                        | Meeting, primary purpose: <ul style="list-style-type: none"> <li>Score, rank and select new TA funded projects</li> <li>Review and recommend a fiscally constrained ATP Managed Program consisting of STBGP projects and TA projects.</li> </ul>                                                      | ATP                    |

| <b>Timeline</b>          | <b>Activity</b>                                                                                                      | <b>Agent</b>      |
|--------------------------|----------------------------------------------------------------------------------------------------------------------|-------------------|
| March, 2024              | MnDOT District 2 completes draft 4-year construction program by coordinating with the MPO on any projects within MPA | D2, OTSM          |
| March, 2024              | Merge draft District 2 construction program, draft MPO TIP, and draft ATP Managed program to develop Draft ATIP      | MnDOT             |
| April 4, 2024            | Meeting, primary purpose: review, comment and recommend Draft ATIP                                                   | ATP               |
| April 15, 2024           | Submit ATP's approved draft ATIP to MnDOT Office of Transportation System Management (OTSM)                          | D2                |
| May 2024                 | Develop Draft STIP                                                                                                   | OTSM              |
| May- June 2024           | Conduct public review and comment of Draft STIP                                                                      | ATP, D2, MPO, RDC |
| June 27, 2024            | Meeting, primary purpose: review and comment on Draft STIP                                                           | ATP               |
| July 2024                | Submit comments regarding Draft STIP to OSTM                                                                         | D2                |
| August – September 2024  | MPO TIP projects inserted to STIP without any modifications<br>Approves Draft STIP and submits to FHWA/FTA           | MPO<br>MnDOT      |
| September – October 2024 | Makes finding and accepts for funding                                                                                | FHWA/FTA          |
| November – December 2024 | Approves STIP                                                                                                        | FHWA/FTA          |

\*Note that dates may differ within the Grand Forks- East Grand Forks Metropolitan Planning Organization (MPO). Contact the MPO for specific dates related to MPO TIP development.

All dates are subject to change pending State Transportation Improvement Program (STIP) development timeline

## 2024 Grand Forks-East Grand Forks MPO Projects

| MPO ID                          | State Project Number | Lead Agency      | Project Year | Project Location     | Project Limits         |                            | Description                                                                                                                     | Type of Work       | Federal Program Source | Total Cost  | Federal     | State       |        |           | Local        |           |
|---------------------------------|----------------------|------------------|--------------|----------------------|------------------------|----------------------------|---------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------|-------------|-------------|-------------|--------|-----------|--------------|-----------|
|                                 |                      |                  |              |                      | From                   | To                         |                                                                                                                                 |                    |                        |             |             | ND          | MN- TH | MN-Other  | General Fund | Other     |
|                                 |                      |                  |              |                      |                        |                            |                                                                                                                                 |                    |                        |             |             |             |        |           |              |           |
| <b>Grand Forks Transit</b>      |                      |                  |              |                      |                        |                            |                                                                                                                                 |                    |                        |             |             |             |        |           |              |           |
| 120001                          |                      | CAT-Grand Forks  | 2024         | City of Grand Forks  |                        |                            | Operating for Grand Forks transit service. Service will operate 6 days a week and averages 62.5 hours of revenue service daily. | Transit Operation  | FTA 5307               | \$3,673,170 | \$1,285,166 | \$279,026   |        |           | \$1,126,485  | \$982,504 |
| 120002                          |                      | CAT-Grand Forks  | 2024         | City of Grand Forks  |                        |                            | Capital Purchase/Replacement of safety and/or security hardware and software.                                                   | Transit Capital    | FTA 5307               | \$20,822    | \$17,352    |             |        |           | \$3,470      |           |
| 123008                          |                      | CAT-Grand Forks  | 2024         | City of Grand Forks  |                        |                            | Replacement Class 400 Low Floor Bus                                                                                             | Transit Capital    | FTA 5339               | \$151,000   | \$128,350   |             |        |           | \$22,650     |           |
| 123003                          |                      | CAT-Grand Forks  | 2024         | City of Grand Forks  |                        |                            | Mobility Manager Position                                                                                                       | Transit Capital    | FTA 5310               | \$83,981    | \$67,184    |             |        |           | \$16,797     |           |
| 123007                          |                      | CAT-Grand Forks  | 2024         | City of Grand Forks  |                        |                            | Replace Four (4) Dial-A-Ride Vans                                                                                               | Transit Capital    | FTA 5310               | \$68,450    | \$58,182    |             |        |           | \$10,268     |           |
| <b>East Grand Forks Transit</b> |                      |                  |              |                      |                        |                            |                                                                                                                                 |                    |                        |             |             |             |        |           |              |           |
| 220001                          | TRF-0018-24B         | East Grand Forks | 2024         | East Grand Forks     |                        |                            | SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE                                                            | Transit Operations | FTA 5307               | \$586,240   | \$127,310   |             |        | \$320,944 | \$137,986    |           |
| 220002                          | TRF-0018-24A         | East Grand Forks | 2024         | East Grand Forks     |                        |                            | EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE                                                                               | Transit Operations | SF                     | \$167,913   |             |             |        | \$142,726 | \$25,187     |           |
| 220003                          | TRS-0018-24C         | East Grand Forks | 2024         | East Grand Forks     |                        |                            | CITY OF EAST GRAND FORKS PURCHASE ONE(1) CLASS 400 LF REPLACEMENT GAS BUS                                                       | Transit Capital    | STPBG                  | \$276,000   | \$220,800   |             |        | \$27,600  | \$27,600     |           |
| <b>NDDOT</b>                    |                      |                  |              |                      |                        |                            |                                                                                                                                 |                    |                        |             |             |             |        |           |              |           |
| 120004                          | 23348                | NDDOT            | 2024         | Grand Forks          |                        |                            | Rehab traffic signals on the Urban Regional Roads system throughout Grand Forks.                                                | Rehabilitation     | NHU                    | \$6,668,000 | \$5,334,400 | \$1,058,700 |        |           | \$274,900    |           |
| 121006                          | 24028                | NDDOT            | 2024         | I-29, NB & SB        | 32nd Ave S Interchange | North of US-81 Interchange | CPR, Spall Repairs, Crack Sealing, Grinding, Appr Slab Repair                                                                   | Rehabilitation     | IM                     | \$8,512,604 | \$7,661,343 | \$851,261   |        |           |              |           |
| 123048                          | 23415                | NDDOT            | 2024         | Grand Forks District | Various                |                            | Signing                                                                                                                         | Safety             | HES                    | \$414,000   | \$331,200   | \$83,000    |        |           |              |           |

## 2024 Grand Forks-East Grand Forks MPO Projects

| MPO ID                     | State Project Number | Lead Agency         | Project Year | Project Location    | Project Limits            |               | Description                                                     | Type of Work   | Federal Program Source | Total Cost   | Federal     | State       |        |          | Local        |       |
|----------------------------|----------------------|---------------------|--------------|---------------------|---------------------------|---------------|-----------------------------------------------------------------|----------------|------------------------|--------------|-------------|-------------|--------|----------|--------------|-------|
|                            |                      |                     |              |                     | From                      | To            |                                                                 |                |                        |              |             | ND          | MN- TH | MN-Other | General Fund | Other |
|                            |                      |                     |              |                     |                           |               |                                                                 |                |                        |              |             |             |        |          |              |       |
| 119004                     | 22167                | NDDOT               | 2024         | N Washington St     | 5th Ave S                 | 1st Ave N     | Roadway Reconstruction & Structure Rehabilitation, Lift Station | Reconstruction | NHU                    | \$11,150,000 | \$9,023,696 | \$1,011,304 |        |          | \$1,115,000  |       |
| 120006a                    |                      | NDDOT               | 2024         | I-29 SB             | S of ND 15 (Thompson)     | Near 32nd Ave | CPR and Grinding                                                | Rehabilitation | IM                     | \$1,173,000  | \$1,056,000 | \$117,000   |        |          |              |       |
| 123047                     | 24057                | NDDOT               | 2024         | I-29                | 32nd Ave S Interchange    |               | Roadside Improvement- Lighting                                  | Lighting       | IM                     | \$1,000,000  | \$800,000   | \$200,000   |        |          |              |       |
| 123041                     | 23740                | NDDOT               | 2024         | US-2 EB/ Gateway Dr | N 3rd St                  |               | Spall Repair                                                    | Bridge         | NH                     | \$50,000     | \$40,000    | \$10,000    |        |          |              |       |
| 123042                     |                      | NDDOT               | 2024         | I-29 NB             | 3 miles S of US-2         |               | Spall Repair, Approach Slabs, Expan Joint Mod, Struct/Incid     | Bridge         | IM                     | \$676,000    | \$608,000   | \$68,000    |        |          |              |       |
| 123043                     |                      | NDDOT               | 2024         | I-29, NB &SB        | 1 mile S of US-2          |               | Deck Overlay, Spall Repair, Struct/Incid                        | Bridge         | IM                     | \$1,884,000  | \$1,696,000 | \$188,000   |        |          |              |       |
| 123044                     |                      | NDDOT               | 2024         | I-29, NB &SB        | Junction US-2             |               | Deck Overlay, Expan Joint Mod, Spall Repair, Approach Slabs     | Bridge         | IM                     | \$2,236,000  | \$201,200   | \$224,000   |        |          |              |       |
| 123045                     |                      | NDDOT               | 2024         | I-29, NB &SB        | Junction US-81            |               | Spall Repair, Struct/Incid                                      | Bridge         | IM                     | \$300,000    | \$270,000   | \$30,000    |        |          |              |       |
| <b>City of Grand Forks</b> |                      |                     |              |                     |                           |               |                                                                 |                |                        |              |             |             |        |          |              |       |
| 123032                     |                      | NDDOT               | 2024         | I-29                | University Ave Seperation |               | Structure Repair/Rehab                                          | Rehabilitation | SU                     | \$104,000    | \$84,167    |             |        |          | \$19,833     |       |
| 120003                     | 23646                | City of Grand Forks | 2024         | N Columbia Rd       | 9th Ave S                 | 2nd Ave N     | Structure rehabilitation to Columbia Rd Overpass                | Rehabilitation | NHU                    | \$8,930,000  | \$6,744,000 |             |        |          | \$2,186,000  |       |
| 120007                     | 23880                | City of Grand Forks | 2024         | S 5th St            | Belmont Rd, Division Ave  |               | Construct a roundabout at the intersection                      | Construction   | UGP                    | \$1,640,600  | \$1,312,480 |             |        |          | \$328,120    |       |
| 123022                     | 23912                | City of Grand Forks | 2024         | S 48th St           | 17th Ave S                | 32nd Ave S    | Convert existing gravel path to concrete shared-use path.       | Bike/Ped       | TAU                    | \$1,220,000  | \$637,308   |             |        |          | \$582,692    |       |

## 2024 Grand Forks-East Grand Forks MPO Projects

| MPO ID                          | State Project Number | Lead Agency              | Project Year | Project Location   | Project Limits        |                            | Description                                                                                                                                                                                                              | Type of Work            | Federal Program Source | Total Cost          | Federal             | State              |                    |                  | Local              |                  |  |
|---------------------------------|----------------------|--------------------------|--------------|--------------------|-----------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------------|---------------------|---------------------|--------------------|--------------------|------------------|--------------------|------------------|--|
|                                 |                      |                          |              |                    | From                  | To                         |                                                                                                                                                                                                                          |                         |                        |                     |                     | ND                 | MN- TH             | MN-Other         | General Fund       | Other            |  |
|                                 |                      |                          |              |                    |                       |                            |                                                                                                                                                                                                                          |                         |                        |                     |                     |                    |                    |                  |                    |                  |  |
| <b>MnDOT</b>                    |                      |                          |              |                    |                       |                            |                                                                                                                                                                                                                          |                         |                        |                     |                     |                    |                    |                  |                    |                  |  |
| 220004                          | 6001-68              | MnDOT                    | 2024         | DeMers Ave (US-2B) | 2nd St NW & 4th St NW |                            | <b>**PRS**</b> : US 2B, IN EAST GRAND FORKS, AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS                                                                                                    | Traffic Signal Revision | NHPP                   | \$700,000           | \$284,970           |                    | \$65,030           |                  |                    | \$350,000        |  |
| 223040                          | 6017-45              | MnDOT                    | 2024         | MN 220             | CSAH 19               | 0.3 miles South of CSAH 22 | <b>**CHAP 3**AC**</b> : MN 220 FROM CSAH 19 (EAST GRAND FORKS) TO 0.3 MI S JCT CSAH 22, GRADING AND CONCRETE PAVEMENT AND INSTALL MOMENT SLAB FOR GUARDRAIL OVER BOX CULVERT BR 95119 (AC PROJECT, PAYBACK IN 2036)      | Reconstruction          | STBGP                  | \$19,000,000        | \$15,469,800        |                    | \$3,530,200        |                  |                    |                  |  |
| <b>City of East Grand Forks</b> |                      |                          |              |                    |                       |                            |                                                                                                                                                                                                                          |                         |                        |                     |                     |                    |                    |                  |                    |                  |  |
| 223039                          | 119-090-007          | City of East Grand Forks | 2024         | 5th Ave NW         |                       |                            | <b>**CRP**</b> CITY OF EAST GRAND FORKS: INSTALL SIDEWALK ALONG 5TH AVE NW FROM 4TH STNW TO THE BUS SHELTER NORTH OF 4TH ST NW AND INSTALL TRAIL ALONG 4TH ST NW FROM 5TH AVE NW TO EXISTING TRAIL WEST OF THE FLOODWALL | Construction            | CRP                    | \$104,149           | \$35,020            |                    |                    |                  |                    | \$69,129         |  |
| <b>Totals</b>                   |                      |                          |              |                    |                       |                            |                                                                                                                                                                                                                          |                         |                        | <b>\$69,375,929</b> | <b>\$52,362,728</b> | <b>\$3,837,291</b> | <b>\$3,595,230</b> | <b>\$491,270</b> | <b>\$6,296,117</b> | <b>\$982,504</b> |  |



## 2025 Grand Forks-East Grand Forks MPO Projects

| MPO ID                          | State Project Number | Lead Agency      | Project Year | Project Location    | Project Limits     |            | Description                                                                                                                     | Type of Work       | Federal Program Source | Total Cost  | Federal     | State     |        |          | Local        |             |             |
|---------------------------------|----------------------|------------------|--------------|---------------------|--------------------|------------|---------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------|-------------|-------------|-----------|--------|----------|--------------|-------------|-------------|
|                                 |                      |                  |              |                     | From               | To         |                                                                                                                                 |                    |                        |             |             | ND        | MN- TH | MN-Other | General Fund | Other       |             |
|                                 |                      |                  |              |                     |                    |            |                                                                                                                                 |                    |                        |             |             |           |        |          |              |             |             |
| <b>Grand Forks Transit</b>      |                      |                  |              |                     |                    |            |                                                                                                                                 |                    |                        |             |             |           |        |          |              |             |             |
| 121001                          |                      | CAT-Grand Forks  | 2025         | City of Grand Forks |                    |            | Operating for Grand Forks transit service. Service will operate 6 days a week and averages 62.5 hours of revenue service daily. | Transit Operation  | FTA 5307               | \$3,764,999 | \$1,317,295 | \$286,001 |        |          |              | \$1,154,647 | \$1,007,066 |
| 121002                          |                      | CAT-Grand Forks  | 2025         | City of Grand Forks |                    |            | Capital Purchase/Replacement of safety and/or security hardware and software.                                                   | Transit Capital    | FTA 5307               | \$21,030    | \$17,525    |           |        |          |              | \$3,505     |             |
| 123003                          |                      | CAT-Grand Forks  | 2025         | City of Grand Forks |                    |            | Purchase Hydrogen Fuel Bus.                                                                                                     | Transit Capital    | FTA 5339               | \$975,000   | \$828,750   |           |        |          |              | \$146,250   |             |
| 123004                          |                      | CAT-Grand Forks  | 2025         | City of Grand Forks |                    |            | Training Personnel                                                                                                              | Transit Capital    | FTA 5339               | \$150,000   | \$120,000   |           |        |          |              | \$30,000    |             |
| 123006                          |                      | CAT-Grand Forks  | 2025         | City of Grand Forks |                    |            | Mobility Manager Position                                                                                                       | Transit Capital    | FTA 5310               | \$86,500    | \$69,200    |           |        |          |              | \$17,300    |             |
| <b>East Grand Forks Transit</b> |                      |                  |              |                     |                    |            |                                                                                                                                 |                    |                        |             |             |           |        |          |              |             |             |
| 221001                          | TRF-0018-25B         | East Grand Forks | 2025         | East Grand Forks    |                    |            | SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE                                                            | Transit Operations | FTA 5307               | \$603,830   | \$131,130   |           |        |          | \$330,573    | \$142,127   |             |
| 221002                          | TRF-0018-25A         | East Grand Forks | 2025         | East Grand Forks    |                    |            | EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE                                                                               | Transit Operations | SF                     | \$156,380   |             |           |        |          | \$129,736    | \$26,644    |             |
| <b>NDDOT</b>                    |                      |                  |              |                     |                    |            |                                                                                                                                 |                    |                        |             |             |           |        |          |              |             |             |
| 121005                          | 23903                | NDDOT            | 2025         | US-2B               | Sorlie Bridge      |            | Expansion Joint Modification                                                                                                    | Rehabilitation     | NH                     | \$27,040    | \$21,883    | \$2,453   |        |          |              | \$2,704     |             |
| 120006b                         |                      | NDDOT            | 2025         | I-29, NB            | ND 15              | 32nd Ave S | CPR, grinding of I-29 near the 32nd Ave S interchange to ND 15 (Thompson) interchange.                                          | Rehabilitation     | IM                     | \$1,220,000 | \$1,098,000 | \$122,000 |        |          |              |             |             |
| 120005                          | 23333                | NDDOT            | 2025         | I-29                | Buxton Interchange | 32nd Ave S | High tension median cable gaurdrail. Portion in MPO area                                                                        | Safety             | HEN                    | \$4,469,000 | \$4,022,000 | \$447,000 |        |          |              |             |             |

## 2025 Grand Forks-East Grand Forks MPO Projects

| MPO ID                          | State Project Number | Lead Agency              | Project Year | Project Location | Project Limits    |           | Description                                                  | Type of Work   | Federal Program Source | Total Cost          | Federal             | State               |        |                  | Local               |                    |             |
|---------------------------------|----------------------|--------------------------|--------------|------------------|-------------------|-----------|--------------------------------------------------------------|----------------|------------------------|---------------------|---------------------|---------------------|--------|------------------|---------------------|--------------------|-------------|
|                                 |                      |                          |              |                  | From              | To        |                                                              |                |                        |                     |                     | ND                  | MN- TH | MN-Other         | General Fund        | Other              |             |
|                                 |                      |                          |              |                  |                   |           |                                                              |                |                        |                     |                     |                     |        |                  |                     |                    |             |
| 123046                          |                      | NDDOT                    | 2025         | I-29             | 3 miles S of US-2 |           | Structure Paint                                              | Rehabilitation | IM                     | \$286,000           | \$257,000           | \$29,000            |        |                  |                     |                    |             |
| <b>City of Grand Forks</b>      |                      |                          |              |                  |                   |           |                                                              |                |                        |                     |                     |                     |        |                  |                     |                    |             |
| 121007                          | 23668                | City of Grand Forks      | 2025         | Various          |                   |           | Install dynamic speed signs at various school zone location. | Safety         | HEU                    | \$40,000            | \$36,000            |                     |        |                  |                     | \$4,000            |             |
| 118001                          | 15857                | City of Grand Forks      | 2025         | 42nd St          | DeMers Ave        |           | Railroad grade seperation                                    | Construction   | SecR                   | \$53,600,000        | \$30,000,000        | \$11,700,000        |        |                  |                     | \$10,400,000       | \$1,500,000 |
| 120008                          |                      | City of Grand Forks      | 2025         | N 4th St         | 1st Ave N         | 2nd Ave N | Reconstruction of N 4th St between 1st Ave N and 2nd Ave N.  | Reconstruction | URP                    | \$2,700,000         | \$2,160,000         |                     |        |                  |                     | \$540,000          |             |
| <b>City of East Grand Forks</b> |                      |                          |              |                  |                   |           |                                                              |                |                        |                     |                     |                     |        |                  |                     |                    |             |
| 223041                          |                      | City of East Grand Forks | 2025         | TBD              |                   |           | **CRP**2025 SET ASIDE                                        |                | CRP                    | \$25,000            | \$20,000            |                     |        |                  |                     | \$5,000            |             |
| <b>Total</b>                    |                      |                          |              |                  |                   |           |                                                              |                |                        | <b>\$68,124,779</b> | <b>\$40,098,783</b> | <b>\$12,586,454</b> |        | <b>\$460,309</b> | <b>\$11,932,177</b> | <b>\$2,507,066</b> |             |

## 2026 Grand Forks-East Grand Forks MPO Projects

| MPO ID                          | State Project Number | Lead Agency         | Project Year | Project Location     | Project Limits |    | Description                                                                                                                  | Type of Work             | Federal Program Source | Total Cost   | Federal      | State       |        |           | Local        |             |             |
|---------------------------------|----------------------|---------------------|--------------|----------------------|----------------|----|------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------|--------------|--------------|-------------|--------|-----------|--------------|-------------|-------------|
|                                 |                      |                     |              |                      | From           | To |                                                                                                                              |                          |                        |              |              | ND          | MN- TH | MN-Other  | General Fund | Other       |             |
|                                 |                      |                     |              |                      |                |    |                                                                                                                              |                          |                        |              |              |             |        |           |              |             |             |
| <b>Grand Forks Transit</b>      |                      |                     |              |                      |                |    |                                                                                                                              |                          |                        |              |              |             |        |           |              |             |             |
| 122001                          |                      | CAT-Grand Forks     | 2026         | Grand Forks          |                |    | Operating for Grand Forks transit service. Will operate 6 days a week for an average of 62.5 hours of revenue service daily. | Transit Operations       | FTA 5307               | \$3,859,135  | \$1,350,227  | \$293,151   |        |           |              | \$1,183,514 | \$1,032,243 |
| 122002                          |                      | CAT-Grand Forks     | 2026         | Grand Forks          |                |    | Capital Purchase/Replacement of safety and/or security hardware and software.                                                | Transit Capital          | FTA 5307               | \$21,240     | \$17,700     |             |        |           |              | \$3,540     |             |
| 123013                          |                      | CAT-Grand Forks     | 2026         | Grand Forks          |                |    | Mobility Manager Position                                                                                                    | Transit Capital          | FTA 5310               | \$89,095     | \$71,276     |             |        |           |              | \$17,819    |             |
| 123009                          |                      | CAT-Grand Forks     | 2026         | Grand Forks          |                |    | Replace Four (4) DAR Vans                                                                                                    | Transit Capital          | FTA 5310               | \$68,450     | \$58,182     |             |        |           |              | \$10,268    |             |
| <b>East Grand Forks Transit</b> |                      |                     |              |                      |                |    |                                                                                                                              |                          |                        |              |              |             |        |           |              |             |             |
| 222001                          | TRF-0018-26B         | East Grand Forks    | 2026         | East Grand Forks     |                |    | SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE                                                         | Transit Operations       | FTA 5307               | \$621,945    | \$135,000    |             |        | \$340,533 | \$146,412    |             |             |
| 222002                          | TRF-0018-26A         | East Grand Forks    | 2026         | East Grand Forks     |                |    | EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE                                                                            | Transit Operations       | SF                     | \$161,070    |              |             |        | \$133,627 | \$27,443     |             |             |
| <b>NDDOT</b>                    |                      |                     |              |                      |                |    |                                                                                                                              |                          |                        |              |              |             |        |           |              |             |             |
| 122007                          | 22786                | NDDOT               | 2026         | I-29                 | 47th Ave S     |    | Construction of a new interchange south of Grand Forks.                                                                      | Construction             | NHU                    | \$57,000,000 | \$45,600,000 | \$5,700,000 |        |           |              | \$5,700,000 |             |
| 123021                          | 23283                | NDDOT               | 2026         | Grand Forks District | Various        |    | Installing LED lighting throughout Grand Forks & Minot Districts. This includes the MPO Area                                 | Preventative Maintenance | SS                     | \$1,000,000  | \$809,000    | \$191,000   |        |           |              |             |             |
| <b>City of Grand Forks</b>      |                      |                     |              |                      |                |    |                                                                                                                              |                          |                        |              |              |             |        |           |              |             |             |
| 122009                          | 23669                | City of Grand Forks | 2026         | S Washington St      | 28th Ave S     |    | Intersection improvements at 28th Ave S. Adding length to left turn lane.                                                    | Safety                   | HEN                    | \$279,000    | \$251,000    | \$13,950    |        |           |              | \$13,950    |             |
| 522008                          | 24056                | Grand Forks         | 2026         | Point Bridge         |                |    | Rehabilitation of the Point Bridge (ND BR#0000GF02 & MN BR#60506) over the Red River of the North                            | Rehabilitation           | SU                     | \$1,150,000  | \$920,000    |             |        |           |              | \$230,000   |             |

## 2026 Grand Forks-East Grand Forks MPO Projects

| MPO ID                          | State Project Number | Lead Agency         | Project Year | Project Location            | Project Limits  |            | Description                                                                                                                                                                                                                     | Type of Work   | Federal Program Source | Total Cost  | Federal     | State |        |          | Local        |       |
|---------------------------------|----------------------|---------------------|--------------|-----------------------------|-----------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------------------|-------------|-------------|-------|--------|----------|--------------|-------|
|                                 |                      |                     |              |                             | From            | To         |                                                                                                                                                                                                                                 |                |                        |             |             | ND    | MN- TH | MN-Other | General Fund | Other |
|                                 |                      |                     |              |                             |                 |            |                                                                                                                                                                                                                                 |                |                        |             |             |       |        |          |              |       |
| 123011                          |                      | City of Grand Forks | 2026         | S 48th St                   | 10th Ave S      | 17th Ave S | Reconstruction of Roadway                                                                                                                                                                                                       | Reconstruction | URP                    | \$6,380,000 | \$5,104,000 |       |        |          | \$1,276,000  |       |
| <b>Grand Forks County</b>       |                      |                     |              |                             |                 |            |                                                                                                                                                                                                                                 |                |                        |             |             |       |        |          |              |       |
| 323001                          |                      | Grand Forks County  | 2026         | 32nd Ave S                  | Railraod Tracks | Co Rd 5    | Asphalt Mill & Overly, 3 miles.                                                                                                                                                                                                 | Rehabilitation | Non NHS-U              | \$700,000   | \$560,000   |       |        |          | \$140,000    |       |
| <b>City of East Grand Forks</b> |                      |                     |              |                             |                 |            |                                                                                                                                                                                                                                 |                |                        |             |             |       |        |          |              |       |
| 522008                          | 119-113-008          | East Grand Forks    | 2026         | Hwy MSAS 113 (Point Bridge) |                 |            | IN GRAND FORKS AND EAST GRAND FORKS, MSAS 113, (1ST ST NE) REHAB THE POINT BRIDGE (MN BR#60506) (ND BR#0000GF02) OVER THE RED RIVER OF THE NORTH. INCLUDES MILL AND OVERLAY OF BRIDGE APPROACH ON 1ST ST SE IN EAST GRAND FORKS | Bridge Repair  | STBGP                  | \$1,800,000 | \$1,200,000 |       |        |          | \$600,000    |       |
| 223042                          |                      | East Grand Forks    | 2026         | TBD                         |                 |            | **CRP**2026 SET ASIDE                                                                                                                                                                                                           |                | CRP                    | \$25,000    | \$20,000    |       |        |          | \$5,000      |       |

|               |  |  |  |  |  |  |  |  |  |                     |                     |                    |  |                  |                    |                    |
|---------------|--|--|--|--|--|--|--|--|--|---------------------|---------------------|--------------------|--|------------------|--------------------|--------------------|
| <b>Totals</b> |  |  |  |  |  |  |  |  |  | <b>\$65,774,935</b> | <b>\$50,183,385</b> | <b>\$6,007,101</b> |  | <b>\$474,160</b> | <b>\$8,077,946</b> | <b>\$1,032,243</b> |
|---------------|--|--|--|--|--|--|--|--|--|---------------------|---------------------|--------------------|--|------------------|--------------------|--------------------|

## 2027 Grand Forks-East Grand Forks MPO Projects

| MPO ID                   | State Project Number | Lead Agency         | Project Year | Project Location | Project Limits   |            | Description                                                                                                                  | Type of Work             | Federal Program Source | Total Cost  | Federal     | State     |        |           | Local        |             |
|--------------------------|----------------------|---------------------|--------------|------------------|------------------|------------|------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------|-------------|-------------|-----------|--------|-----------|--------------|-------------|
|                          |                      |                     |              |                  | From             | To         |                                                                                                                              |                          |                        |             |             | ND        | MN- TH | MN-Other  | General Fund | Other       |
|                          |                      |                     |              |                  |                  |            |                                                                                                                              |                          |                        |             |             |           |        |           |              |             |
| Grand Forks Transit      |                      |                     |              |                  |                  |            |                                                                                                                              |                          |                        |             |             |           |        |           |              |             |
| 123001                   |                      | CAT-Grand Forks     | 2027         | Grand Forks      |                  |            | Operating for Grand Forks transit service. Will operate 6 days a week for an average of 62.5 hours of revenue service daily. | Transit Operation        | FTA 5307               | \$3,941,534 | \$1,377,232 | \$293,151 |        |           | \$1,213,102  | \$1,058,049 |
| 123002                   |                      | CAT-Grand Forks     | 2027         | Grand Forks      |                  |            | Capital Purchase/Replacement of safety and/or security hardware and software.                                                | Transit Capital          | FTA 5307               | \$21,452    | \$17,877    |           |        |           | \$3,575      |             |
| 123014                   |                      | CAT-Grand Forks     | 2027         | Grand Forks      |                  |            | Mobility Manager Position                                                                                                    | Transit Capital          | FTA 5310               | \$91,767    | \$73,413    |           |        |           | \$18,354     |             |
| East Grand Forks Transit |                      |                     |              |                  |                  |            |                                                                                                                              |                          |                        |             |             |           |        |           |              |             |
| 223001                   | TRF-0018-27A         | East Grand Forks    | 2027         | East Grand Forks |                  |            | SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE                                                         | Transit Operations       | FTA 5307               | \$646,823   | \$135,800   |           |        | \$340,682 | \$170,341    |             |
| 223002                   | TRF-0018-27B         | East Grand Forks    | 2027         | East Grand Forks |                  |            | EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE                                                                            | Transit Operations       | SF                     | \$167,913   |             |           |        | \$142,726 | \$25,187     |             |
| 222003                   | TRS-0018-27A         | East Grand Forks    | 2027         | East Grand Forks |                  |            | CITY OF EAST GRAND FORKS PURCHASE ONE(1) CLASS 400 LF REPLACEMENT GAS BUS                                                    | Transit Vehicle Purchase | STBGP                  | \$320,000   | \$256,000   |           |        | \$32,000  | \$32,000     |             |
| City of Grand Forks      |                      |                     |              |                  |                  |            |                                                                                                                              |                          |                        |             |             |           |        |           |              |             |
| 123005                   |                      | City of Grand Forks | 2027         | N Columbia Rd    | US-2/ Gateway Dr |            | Safety improvements for the intersection.                                                                                    | Safety                   | HEU                    | \$2,515,000 | \$1,962,000 |           |        |           | \$553,000    |             |
| 123012                   |                      | City of Grand Forks | 2027         | S 48th St        | DeMers Ave       | 10th Ave S | Reconstruction of roadway                                                                                                    | Reconstruction           | URP                    | \$4,000,000 | \$3,200,000 |           |        |           | \$800,000    |             |
| 121004                   |                      | City of Grand Forks | 2027         | Columbia Rd      | University Ave   | 8th Ave N  | Reconstruction of roadway                                                                                                    | Reconstruction           | NHU                    | \$7,302,000 | \$5,167,000 |           |        |           | \$2,135,000  |             |
| NDDOT                    |                      |                     |              |                  |                  |            |                                                                                                                              |                          |                        |             |             |           |        |           |              |             |
| 122005                   | 23740                | NDDOT               | 2027         | US 2/ Gateway Dr | Red River        | I-29       | CPR & Grinding                                                                                                               | Rehabilitation           | NHU                    | \$4,447,000 | \$3,557,600 | \$889,400 |        |           |              |             |

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

| MPO ID                   | State Project Number | Lead Agency      | Project Year | Project Location    | Project Limits |    | Description                                                                                         | Type of Work       | Federal Program Source | Total Cost          | Federal             | State              |                    |                  | Local              |                    |  |
|--------------------------|----------------------|------------------|--------------|---------------------|----------------|----|-----------------------------------------------------------------------------------------------------|--------------------|------------------------|---------------------|---------------------|--------------------|--------------------|------------------|--------------------|--------------------|--|
|                          |                      |                  |              |                     | From           | To |                                                                                                     |                    |                        |                     |                     | ND                 | MN- TH             | MN-Other         | General Fund       | Other              |  |
|                          |                      |                  |              |                     |                |    |                                                                                                     |                    |                        |                     |                     |                    |                    |                  |                    |                    |  |
| MnDOT                    |                      |                  |              |                     |                |    |                                                                                                     |                    |                        |                     |                     |                    |                    |                  |                    |                    |  |
| 223020                   | 6019-30              | MnDOT            | 2027         | US 2/<br>Gateway Dr | River Rd       |    | US 2, (GATEWAY DR NW), EB & WB, IN EAST GRAND FORKS, REPLACE BRIDGE 60001 OVER 4TH ST NW (MSAS 122) | Bridge Replacement | NHPP                   | \$6,000,000         | \$4,885,200         |                    | \$1,114,800        |                  |                    |                    |  |
| City of East Grand Forks |                      |                  |              |                     |                |    |                                                                                                     |                    |                        |                     |                     |                    |                    |                  |                    |                    |  |
| 223043                   |                      | East Grand Forks | 2027         | TBD                 |                |    | **CRP**2027 SET ASIDE                                                                               |                    |                        | \$25,000            | \$20,000            |                    |                    |                  |                    | \$5,000            |  |
| <b>Totals</b>            |                      |                  |              |                     |                |    |                                                                                                     |                    |                        | <b>\$29,478,489</b> | <b>\$20,652,122</b> | <b>\$1,182,551</b> | <b>\$1,114,800</b> | <b>\$515,408</b> | <b>\$4,955,559</b> | <b>\$1,058,049</b> |  |



# **MPO Staff Report**

**Technical Advisory Committee:**  
September 13, 2023

**MPO Executive Board:**  
September 20, 2023

**RECOMMENDED ACTION:** Update on the Unified Planning Work Program 2024 & 2025.

**TAC RECOMMENDED ACTION:**

Matter of update 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.

### **Update:**

On September 15, 2023, there will be a North Dakota MPO Directors meeting, one of things that will be discussed is the funding formula for the MPO's. It makes more sense to bring forward the UPWP 2024-2025 after that meeting.

### **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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East Grand Forks, MN 56721

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](mailto:stephanie.halford@theforksmpo.org), by phone at: (701) 746-2660, or by visiting in person at either 255 North 4<sup>th</sup> 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](http://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](http://www.theforksmpo.org), or visit our offices at: 255 North 4<sup>th</sup> 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.

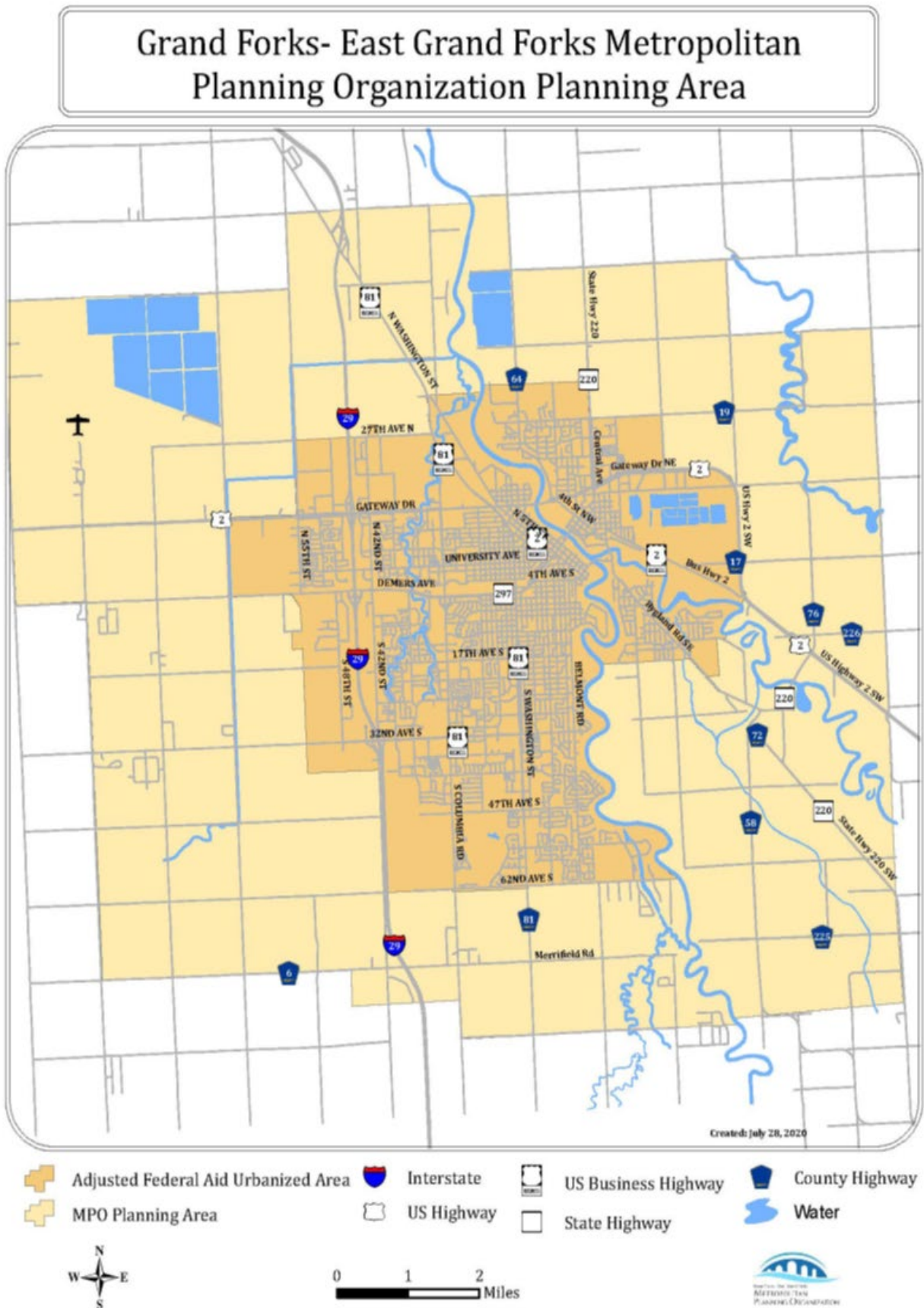
The final UPWP was developed in cooperation with the MPO, the respective state departments of transportation and local transit operators.

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

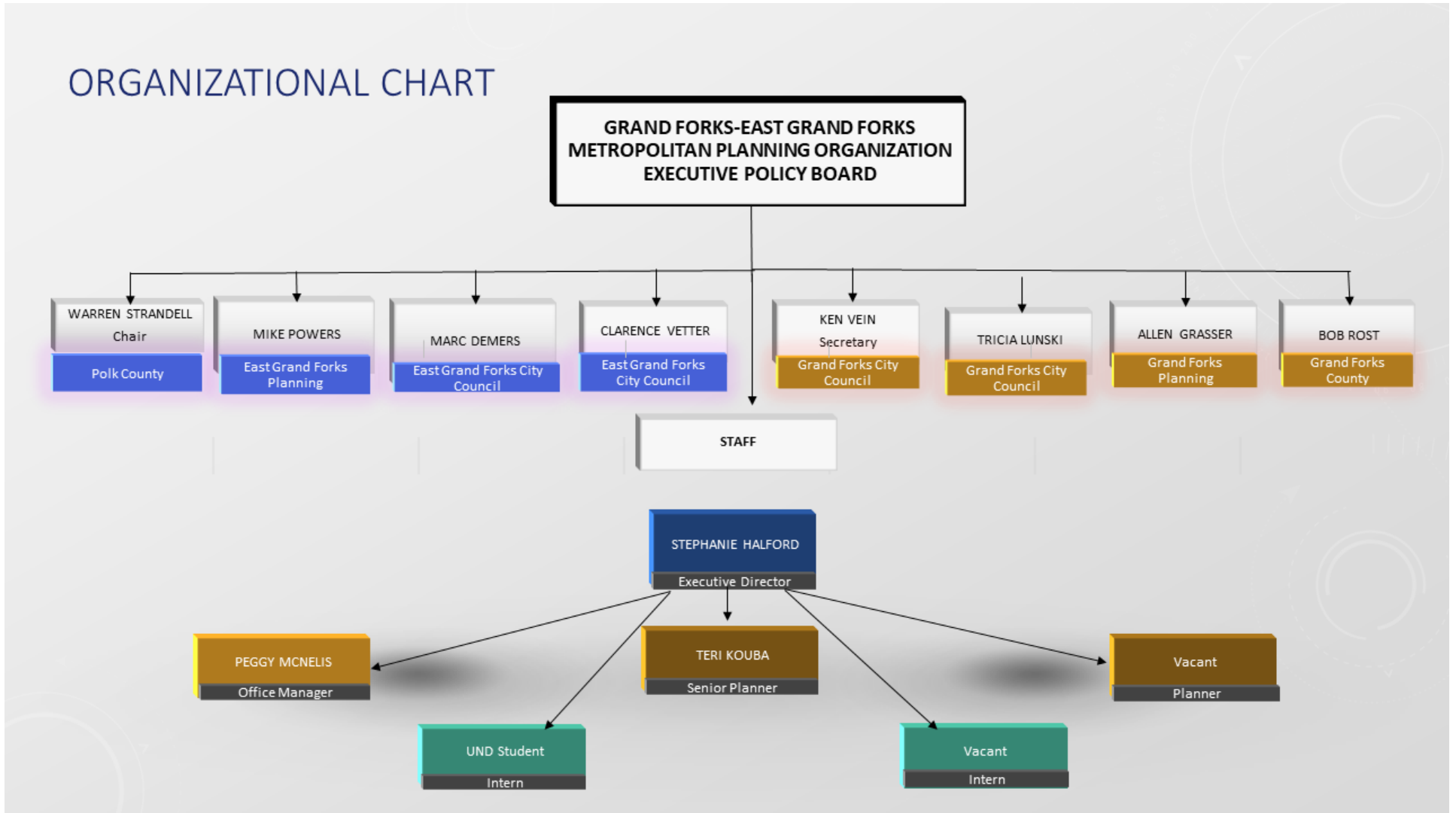
East Grand Forks, Minnesota

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**

| <b>Executive Policy Board Members</b> | <b>Agency Represented</b>            |
|---------------------------------------|--------------------------------------|
| 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**

| <b>Voting Technical Advisory Committee Members</b> | <b>Agency Represented</b>              |
|----------------------------------------------------|----------------------------------------|
| 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**

| <b>Non-Voting Technical Advisory Committee Members</b> | <b>Agency Represented</b>               |
|--------------------------------------------------------|-----------------------------------------|
| Michael Johnson                                        | NDDOT-Local Government Bismarck         |
| Troy Schroeder                                         | MnDOT-District 2 Bemidji                |
| Jason Peterson                                         | NDDOT-Grand Forks District              |
| Carter Hunter                                          | 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**

| <b>Full-Time Staff Members</b> | <b>Titles</b>      |
|--------------------------------|--------------------|
| 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.theforksmpo.org](http://www.theforksmpo.org); on the City of Grand Forks' Website at: [www.grandforksgov.com](http://www.grandforksgov.com), and on the City of East Grand Forks' Website at: [www.egf.mn](http://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)**

| <b>TECHNICAL ADVISORY COMMITTEE</b> | <b>MPO EXECUTIVE POLICY BOARD</b> |
|-------------------------------------|-----------------------------------|
| 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)**

| <b>TECHNICAL ADVISORY COMMITTEE</b> | <b>MPO EXECUTIVE POLICY BOARD</b> |
|-------------------------------------|-----------------------------------|
| 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<br>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 Justice<sup>40</sup> 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 |
|---------------------------------------------------|---------|--------|------------------|-----------------|----------|------|------|------|
| <b>100.0 PROGRAM ADMINISTRATION</b>               |         |        |                  |                 |          |      |      |      |
| 100.1 General Admin                               |         |        |                  | X               |          |      |      | X    |
| 100.2 UPWP Develop                                |         |        |                  | X               |          |      |      | X    |
| 100.3 Financial Mgt.                              |         |        |                  |                 |          |      |      | X    |
| 100.4 Facilities & Overhead                       |         |        |                  |                 |          |      |      |      |
| <b>200.0 PROGRAM SUPPORT AND COORDINATION</b>     |         |        |                  |                 |          |      |      |      |
| 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                                   |         |        |                  |                 |          |      |      |      |
| <b>300.0 PLANNING AND IMPLEMENTATION</b>          |         |        |                  |                 |          |      |      |      |
| 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%         |
| <b>TOTAL</b>  | <b>\$898,309</b> | <b>\$212,077</b> | <b>\$1,110,386</b> | <b>100%</b> | <b>\$941,061</b> | <b>\$235,265</b> | <b>\$1,110,386</b> | <b>100%</b> |

\* 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%       |
| <b>TOTAL</b>                | <b>\$1,110,386</b> | <b>100%</b> |

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%          |
| <b>TOTAL</b>  | <b>\$813,922</b> | <b>\$163,334</b> | <b>\$977,256</b> | <b>100%</b> | <b>\$755,200</b> | <b>\$188,800</b> | <b>\$944,000</b> | <b>100%</b> |

\* 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 2024 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%       |
| <b>TOTAL</b>                | <b>\$944,000</b> | <b>100%</b> |

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.

**Table 14: GF-EGF MPO 2024 Budget Worksheet**

**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.

|                                |                                                                                                                                  |                    |                       |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Public Outreach, PELS                                                                                                            |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$58,063.50                                                                                                                      | 955                | \$0.00                |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                                               | 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. November 30, 2024.

|                                |                                                                                                                                  |                    |                       |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Data, Public Outreach                                                                                                            |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$24,031.60                                                                                                                      | 325                | \$0.00                |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                                               | 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. FY2024 Annual Audit
4. FY2025 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.

| <b>Planning Factors</b>        |                   |                    |                       |
|--------------------------------|-------------------|--------------------|-----------------------|
| <b>Planning Emphasis Areas</b> | Data              |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b> | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$31,543          | 500                | \$0.00                |
| <b>2025 Task Effort</b>        | <b>Total Cost</b> | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                | 600                | \$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.

| <b>Planning Factors</b>        |                   |                    |                       |
|--------------------------------|-------------------|--------------------|-----------------------|
| <b>Planning Emphasis Areas</b> |                   |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b> | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$30,000.00       | 0                  | \$0.00                |
| <b>2025 Task Effort</b>        | <b>Total Cost</b> | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$30,000.00       | 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.

|                                |                                                                                                                                  |                    |                       |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Public Outreach, Equity, PELS                                                                                                    |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$58,296.25                                                                                                                      | 950                | \$0.00                |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                                               | 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.

|                                |                                                                                                                                  |                    |                       |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Equity, Public Outreach, PELS, Data                                                                                              |                    |                       |
| <b>2023 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$11,262.15                                                                                                                      | 195                | \$0.00                |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                                               |                    | \$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.

|                                |                                                                                                                                  |                    |                        |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Accessibility & Mobility, Environment & Community, Efficiency, Preservation, Resilience & Reliability |                    |                        |
| <b>Planning Emphasis Areas</b> | Equity, Public Outreach, PELS, Data                                                                                              |                    |                        |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Reg. Fee/Travel</b> |
|                                | \$36,286.00                                                                                                                      | 370                | \$10,000.00            |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                                                | <b>Staff Hours</b> | <b>Reg. Fee/Travel</b> |
|                                | \$                                                                                                                               |                    | \$0.00                 |

## **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.

| <b>Planning Factors</b>        |                   |                    |                       |
|--------------------------------|-------------------|--------------------|-----------------------|
| <b>Planning Emphasis Areas</b> |                   |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b> | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$30,000.00       | 0                  | \$0.00                |
| <b>2025 Task Effort</b>        | <b>Total Cost</b> | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$30,000.00       | 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.

### **2. 300.12**

The

### **3. 300.13**

The

#### **Products:**

1. Traffic Counting.
2. ITS Architecture Update.

#### **Completion Date(s):**

#### **2024**

1. 300.11 A.T.A.C. – On-going as required.
2. 300.12 ITS Architecture – December 31, 2024

#### **2025**

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

|                                |                                                                                                                                                                               |                    |                       |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data                                                                                                       |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$147,964                                                                                                                                                                     | 600                | \$35,000.00           |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                                                                                            |                    | \$                    |



## **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 2023/2024.

#### 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.

|                                |                                                                                                                                                                               |                    |                       |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data                                                                                                       |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$56,395.50                                                                                                                                                                   | 375                | \$30,000.00           |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                                                                                            |                    | \$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.

|                                |                                                                                                                                                                               |                    |                       |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data                                                                                                       |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$34,582                                                                                                                                                                      | 590                | \$0.00                |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                                                                                            | 600                | \$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. On-going activity.

|                                |                                                                                                                                                                               |                    |                       |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data                                                                                                       |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$0                                                                                                                                                                           | 0                  | \$0.00                |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$20,000.00                                                                                                                                                                   | 150                | \$10,000.00           |

## **300.5 SPECIAL STUDIES**

### **Objective:**

#### **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 Study**

It was determined coming out of the Transit Development Plan (TDP) that Micro Transit should be further studied.

### **Completion Date(s):**

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) - To be determined.
4. 300.54: Micro Transit Study - December 31, 2024

|                                |                                                                                                                                                                               |                    |                       |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Economic Vitality, Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration, Efficiency, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Climate, Equity, Complete Streets, Public Outreach STRAHNET, PELS, Data                                                                                                       |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$411,915                                                                                                                                                                     | 1095               | \$300,000             |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                                                                                             | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                                                                                            |                    | \$                    |

## **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.

|                                |                                                                                                   |                    |                       |
|--------------------------------|---------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Safety, Accessibility & Mobility, Environment & Community, Preservation, Resilience & Reliability |                    |                       |
| <b>Planning Emphasis Areas</b> | Climate, Equity, PELS, Data                                                                       |                    |                       |
| <b>2023 Task Effort</b>        | <b>Total Cost</b>                                                                                 | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$61,778                                                                                          | 415                | \$38,000              |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                 | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$50,000.00                                                                                       | 990                | \$0.00                |

## **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

|                                |                                                                                                        |                    |                       |
|--------------------------------|--------------------------------------------------------------------------------------------------------|--------------------|-----------------------|
| <b>Planning Factors</b>        | Safety, Security, Accessibility & Mobility, Environment & Community, System Connectivity & Integration |                    |                       |
| <b>Planning Emphasis Areas</b> | Climate, Equity, Public Outreach, PELS, Data                                                           |                    |                       |
| <b>2024 Task Effort</b>        | <b>Total Cost</b>                                                                                      | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                     |                    | \$0.00                |
| <b>2025 Task Effort</b>        | <b>Total Cost</b>                                                                                      | <b>Staff Hours</b> | <b>Consultant Fee</b> |
|                                | \$                                                                                                     |                    | \$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](mailto: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](http://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 Unified Planning Work Program 2023-2024

| Task                                          | Update                                                                                               | % Completed | Local Adoption | State/ Federal Approval |
|-----------------------------------------------|------------------------------------------------------------------------------------------------------|-------------|----------------|-------------------------|
| <b>Bike &amp; Pedestrian Plan Update</b>      | Preliminary approvals in June and final approvals in July                                            | 100%        | June/July 2023 | August 2023             |
| <b>Street &amp; Highway Plan / MTP</b>        | We have the base model completed, and bringing updates and seeking input from leadership and public. | 70%         | Oct./Nov. 2023 | Dec-23                  |
| <b>Aerial Imagery</b>                         | We have shared the imagery with our partners.                                                        | 99%         | Oct. 2023      | Oct. 2023               |
| <b>ATAC - Planning Support Program</b>        | On-going                                                                                             |             |                |                         |
| <b>TIP Adoptions and Amendments</b>           | On-going                                                                                             |             |                |                         |
| <b>ITS Architecture</b>                       | 2024 Project                                                                                         |             |                |                         |
| <b>ATAC - Traffic Counting Program</b>        | On-going                                                                                             |             |                |                         |
| <b>Land Use Plan</b>                          | On-going/As needed                                                                                   |             |                |                         |
| <b>Future Bridge Discussions/Assistance</b>   | On-going/As needed                                                                                   |             |                |                         |
| <b>Updating Policy and Procedures/By-Laws</b> | 2023/2024 Project                                                                                    |             |                |                         |
| <b>Micro Transit Study</b>                    | 2024 Project                                                                                         |             |                |                         |
| <b>Grand Valley Study</b>                     | 2023/2024 Project                                                                                    |             |                |                         |
| <b>Safe Streets For All (SS4A) Grant</b>      | The MPO has signed the grant agreement, waiting to get the green light to start.                     |             | TBD            | TBD                     |
|                                               |                                                                                                      |             |                |                         |