

The Committee of the Whole met on Monday, January 9, 2026, at 5:30 p.m. President Sande called the meeting to order. Present at roll call were Berg, Osowski, Lunski, Vein, Fridolfs, & Sande; absent: Weigel (joined the meeting at 5:40 p.m.)

DISCUSSION ITEMS

Plans & Specifications for Project No 8922, District No. 612, Hwy 81 & Associated Area Sanitary Sewer, Phase 4

City staff presented to committee members the staff recommendation for approval of plans and specifications, approval of revised Engineer's report, and direct staff to advertise for bids for City Project No. 8922, District No. 613 – Highway 81 & Associated Area Sanitary Sewer Phase IV. The work of this project is proposed to consist of installing a sanitary sewer in the Highway 81 annexation area. This project is expected to complete the sanitary sewer buildout in this development. This phase (Phase IV) covers most of the properties adjacent to the east side of Highway 81 from 27th Ave N to Mill Rd. It also includes several properties along the north end of Mill Rd. This project and its predecessors have been funded utilizing North Dakota State Revolving Fund (SRF) Loans. Because of this, a Special Assessment District was already created on October 21, 2024. For the sewer in this area, the City has agreed to assume all of the special assessments that would otherwise be assigned to the private lots. So, while this project does have a special assessment district, it is not anticipated that any special assessments would be placed on private property owners.

The Engineer's Report for this project was approved in the fall of 2024 in order to include qualifying the project for SRF loans. The original cost estimate that was prepared for this project is now dated. Using more recent cost data, the estimate has been revised, and subsequently, the Engineer's Report needs to be revised.

Motion by Osowski, seconded by Lunski, to refer staff recommendation to City Council with a recommendation to approve. Motion carried unanimously.

Award Bid for Project No. 9002, 2026 Inlet Protection Services

City staff presented to committee members the staff recommendation to award the contract to the low bidder, Midwest Planning, LLC, in the amount of \$48,268.80 for Project No. 9002 – 2026 Inlet Protection Services. Bids for this Project were received on Thursday, February 5, 2026. Two bids were received, and two bids were opened. The lowest bid was received from Midwest Planning, LLC, in the amount of \$48,268.80, which was approximately 32% under the Engineer's estimate of \$70,560.00.

This project consists of providing and maintaining inlet protection devices (inlet bags) for storm sewer inlets located adjacent to residential development project sites. Inlet bags will be installed to capture debris and sediment from construction sites and prevent stormwater pollution to the Red River and/or the English Coulee.

The City of Grand Forks is responsible for upholding the requirements of the North Dakota Department of Environmental Quality (NDDEQ) Municipal Separate Storm Sewer System (MS4) Permit. The MS4 permit states that the City must develop, implement, and enforce a program to reduce pollutants in stormwater runoff from construction activities that result in a land disturbance of one or more acres. Construction activity that disturbs less than one acre must be included in the program if the construction activity is part of a larger common plan of development or sale that disturbs one or more acres. As defined, areas of major residential construction often meet the definition of a common plan of development, with some disturbing much more than 1 acre. This project will be funded by the City Stormwater Collection System budget. A \$100 permit fee will be paid by the home builder before obtaining a footings and foundations permit for each single-family home.

Motion by Berg, seconded by Vein, to refer staff recommendation to City Council with a recommendation to approve. Motion carried unanimously.

Preliminary Engineering Reimbursement Agreement for Project No. 9103, 32nd Ave S & 17th St Left Turn Lane Realignment

City staff presented to committee members the staff recommendation to approve the preliminary Engineering reimbursement agreement with the NDDOT for City Project NO. 9130 – 32nd Ave S and S 17th St Left Turn Lane Realignment. The agreement under consideration for approval is the North Dakota Department of Transportation's (NDDOT) standard preliminary engineering reimbursement agreement. The agreement itself is that the NDDOT agrees to proceed with the preliminary engineering and proceed with the construction of the project, and the City agrees to reimburse the NDDOT for all preliminary engineering expenses incurred if the City terminates or

materially reduces the project scope. The NDDOT is in charge of obtaining the necessary professional services. This is a project that is currently programmed for Fiscal Year 2029, and it has not been determined yet if the NDDOT will complete the design in-house or if they will hire a consultant. The project itself consists of realignment of the eastbound and westbound left turn lanes from the negative alignment they currently have to a zero or positive offset. This is similar to the previous safety project completed along 32nd Ave S. This project is funded through the Highway Safety Improvement Program (HSIP) at a 90% Federal/5% State/5% City cost share. The total project is programmed for \$850,000, with an anticipated City cost share of \$42,500.

When the City applied for HSIP funding for this project, we included a letter of support from the adjacent Berkshire Hathaway for improvements to this intersection.

Motion by Osowski, seconded by Berg, to refer the staff recommendation to City Council with a recommendation to approve. Motion carried unanimously.

Plans & Specifications for Project No. 8999-9001, 2026 Sanitary Sewer, Watermain, and Storm Sewer Repairs

City staff presented to committee members the staff recommendation to approve plans & specifications, direct Engineering to advertise for bids for City Project No 8999 - 2026 Sanitary Sewer Repairs Project No. 9000 – 2026 Watermain Repairs, and Project No. 9001 – 2026 Storm Sewer Repairs. The scope of these projects is annual maintenance and emergency repairs of sanitary sewer, watermain, and storm sewer pipe networks. These projects include typical repair work items and time and material work items. This is because the repairs needed are unknown when the budget is prepared, but need immediate attention once they are identified. These projects intend to have a contractor available to perform the repairs as problems arise. Project 8999 is estimated to cost of \$85,000.00. Project 9000 is estimated to cost of \$40,000.00, and Project 9001 is estimated to cost of \$225,000.00.

Motion by Osowski, seconded by Berg, to refer staff recommendations to City Council with a recommendation to approve. Motion carried unanimously.

Plans & Specifications for Project No. 9010.1-4, District No. 779.1-4, 2026 Mill & Overlay

City staff presented to committee members the staff recommendation to approve plans and specifications and direct the Engineering department to advertise for construction bids for Project Nos.: 9010.1, District No. 779.1 – Mill & Overlay for S 4th St (Railroad to Gertrude Ave), Bruce Ave (S 5th St to County ramp), Division Ave (S 5th St to S 3rd St), & Gertrude Ave (S 4th St to mid-block between S 3rd St and S 4th St). 9010.2, District 779.2 – Mill & Overlay for 17th Ave S (Cherry St to Belmont Rd). 9010.3, District No. 779.3 – Mill & Overlay for S 26th St (24th Ave S to 26th Ave S) & 26th Ave S (S Columbia Rd to S 25th St). 9010.4, District No 779.4 – Mill & Overlay for 62nd Ave S (Columbia Rd to S Washington St).

The work of these projects consists of performing mill and overlay rehabilitation on several sections of deteriorated streets. Project locations were chosen based on rigorous investigation of city streets by Engineering personnel. Multiple areas were assessed and selected based on pavement conditions, classification of streets, and rideability. The selected roadways are in very poor condition, including extensive longitudinal and transverse cracking, alligator cracking, potholes, and general deterioration. S 4th St (Railroad to Gertrude Ave), Bruce Ave (S 5th St to County Ramp), Division Ave (S 5th St to S 3rd St), Gertrude Ave (S 4th St to mid-block between S 3rd St and S 4th St) were originally constructed in 1949. This street was most recently overlaid with asphalt in 1999. 17th Ave S (Cherry St to Belmont Rd) was originally constructed in 1952. It was milled and overlaid in 1999. A seal coat was applied in 2008, and a scrub seal was done in 2022. S 26th St (24th Ave S to 26th Ave S) was constructed in 1979. There were no other records of this road being milled and overlaid. 26th Ave S (S Columbia Rd to S 25th St) was constructed in 1983. There were no other records of this road being milled and overlaid. It is unknown when 62nd Ave S (S Columbia Rd to S Washington St) was constructed. In 2018, 62nd Ave from Washington St to 500' west of Belmont Rd was milled and overlaid.

Motion by Osowski, seconded by Berg, to refer the staff recommendation to City Council with a recommendation to approve. Motion carried unanimously.

Plans & Specifications for Project No. 9067, 2026 Fog & Scrub Seal

City staff presented to committee members the staff recommendation to approve Plans & Specifications and direct the Engineering Department to advertise for construction bids for City Project No. 9067.1 – 2026 Fog & Scrub Seal for Belmont (Round about to 17th Ave S); Project No 9067.2 – Fog & Scrub Seal for Belmont (Park Drive to 32nd Ave S); and Project No 9067.3 – Fog & Scrub Seal for Lincoln Drive (Belmont to Almonte). The proposed project

includes two different types of preventative maintenance. The project area includes Belmont Rd from the roundabout to 17th Ave S, Belmont Rd from Park Drive to 32nd Ave S, and Lincoln Dr from Belmont Rd to Almonte Ave. These roads have longitudinal and transverse cracking and rideability issues and have been selected for a scrub seal and to apply a fog seal with chips to extend the life of the current asphalt surface. A scrub seal is applied by a spray truck and a trailer equipped with brooms, pushing asphalt emulsion into the cracks in the road and spreading the material evenly across the road surface. A layer of stone chips is then applied to the surface and embedded into the asphalt emulsion. The chips are swept up after it is determined they have had time to embed properly. Once excess chips are removed, a fog seal is applied with bituminous material to prevent premature chip loss. A tandem of scrub seal with fog seal improves ride quality and extends the life of the pavement. This method of preventative maintenance has been chosen for this project to extend the life of the asphalt. The project will be 100% city funded.

Motion by Osowski, seconded by Berg, to refer the staff recommendation to City Council with a recommendation to approve. Motion carried unanimously.

Water Distribution Tandem Dump Truck Purchase

City staff presented to committee members the staff recommendation to preapprove the purchase of a used tandem axle dump truck for the Water Distribution Department up to the budgeted amount of \$130,000.00. The Water Distribution Department budgeted funds in 2026 for a dump truck for use in hauling excavated soil and debris away from watermain break repairs. The department's current dump truck is a 2005 Ford F650, which is a single axle and has been undersized since purchase. Due to being undersized, the unit has been consistently having mechanical issues over the last few years. When this vehicle was initially purchased, most water distribution staff didn't have CDL's, making it necessary to purchase a smaller truck that staff could operate without that license. Since that time, most distribution staff have obtained their CDL, and the ones who haven't have been in the process of obtaining one. While researching the price of new tandem dump trucks, staff wondered if that was the correct route based on the truck being used infrequently and the abuse it takes in certain situations. Lightly used trucks meeting our needs are readily available at roughly half the price of a new unit. We feel a quality used truck will meet all our needs while reducing the cost significantly. Because used units sell quickly, we are asking for preapproval to purchase without bringing it back for further council approval. If the purchase ends up exceeding the budgeted amount of \$130,000, we will come back for council approval before purchasing.

Motion by Osowski, seconded by Berg, to refer the staff recommendation to City Council with a recommendation to approve. Motion carried unanimously.

Award Bid 2026-1 Water Meters

City staff presented to committee members the staff recommendation to approve the low bid for residential water meters to Winwater Works in the amount of \$57,070.00, and to approve the best bid for commercial and fire-rated meters to Badger Meter in the amount of \$103,751.32. Annual bid for water meters needed for new construction and replacement of faulty meters. The bid was split into two categories: residential and commercial/fire meters. Each bid category was analyzed separately based on price and compliance with the bid specifications. Winwater Works provided the low bid for residential meters while fully complying with the bid specifications. The low bid for commercial/fire-rated meters was provided by Zenner USA, which is a manufacturer completely unknown to water department staff and hasn't been used in our system before. Due to this, we request that the commercial/fire-rated portion of the bid be awarded to the second-lowest bidder, Badger Meter. Zenner USA has been contacted, requesting a demo of their products and a sample meter to test compatibility with our meter reading system. If the demo and testing goes well, we would consider purchasing their meters on future bids.

Weigel joined at 5:40 p.m.

Motion by Vein, seconded by Lunski, to refer staff recommendations to City Council with a recommendation to approve. Motion carried 6-1 with Osowski dissenting.

Approve Material Purchase for City Project No. 9065 – Upgrade Lift Station #5

City staff presented to committee members the staff recommendation to approve the purchase of pumps for Electric Pump in the amount of \$385,617 for City Project No 9065 – Upgrade Lift Station #5. The City, along with WFW, worked to acquire 1 quote for the pumps, with the current lead time on the pumps being 13 to 17 weeks. The intent is for the City to purchase these, and the contractor will install them. This project is intended to renew Sanitary Lift Station No. 5 so that it can provide efficient and reliable service for the next 25-plus years. Lift Station No. 5 is

located at 728 N 3rd St. Lift Station 5 was last rehabbed in 2001. The existing drives and most of the controls are obsolete, and parts are no longer available. The pumps and many of the station components are at the end of their useful life, and there are safety concerns that need to be addressed.

Motion by Osowski, seconded by Berg, to refer staff recommendation to City Council with a recommendation to approve. Motion carried unanimously.

Approve Material Purchase for City Project No. 9088 – Flood Station Actuator Replacement

City staff presented to committee members the staff recommendation to approve the purchase of actuators from Kodru Mooney in the amount of \$201,484 for City Project No. 9088 – Flood Station Actuator Replacement. The City worked to acquire quotes for replacing actuators in 3 flood pump stations. The current actuators were installed when the stations were being built in 2003 to 2005. These actuators have been installed in other flood stations, so they will have similar operations to help the stormwater staff work on them when needed. The intent is for the City to purchase these and work with the supplier to install them. The actuators will be delivered by the end of September.

Motion by Osowski, seconded by Berg, to refer staff recommendation to City Council with a recommendation to approve. Motion carried unanimously.

Consideration of Annual Population Growth Rate for GF-EGF MPO Socioeconomic Study

City staff presented to committee members the staff recommendation for adoption of a 0.8% annual growth rate for the City of Grand Forks. A presentation was provided to committee members from Ben Eirth, Marth Schill, and David with Praxis and MPO. Before the Forks MPO starts work on the Metropolitan Transportation Plan (MTP), we gather the data needed to support the development of the MTP. A foundational piece of data is the population and job growth in the MPO planning area between the base year and the final year of the MTP. The upcoming MTP will have a base year of 2025 and a final year of 2055. Staff is recommending that the City Council adopt the 0.8% annual growth rate for this study.

In October 2025, the MPO contracted with SRF and Praxis to help with the analysis of growth in the MPO Planning Area. We have invited local experts who work closely with job growth and economic development to be part of a steering committee. We have held several focus group conversations to obtain input from a broader range of subject matter experts and to obtain a robust perspective in the community. SRF and Praxis have collected data from the Census and other sources to establish existing job and household conditions. A range of growth rate estimates have been identified, including Low, Baseline, and High rates of growth. The Baseline annual growth rate of 0.8% population growth per year, resulting in 72,818 persons in the City of Grand Forks by the year 2055, is the most likely to occur based on past growth trends, comparisons of projections in North Dakota and Minnesota, and the consultant's analysis consultation with area industry experts.

The adopted growth rate will be used to establish housing, population, and employment projections for the years 2040 and 2055, which will be incorporated into a travel demand model for the region. This model is used in part to determine future transportation needs in the forthcoming MTP. This plan will identify a financially constrained list of transportation needs out to the year 2055 for the region, qualifying them for federal transportation funds. Given that the plan is financially constrained, having a most likely to occur growth rate is important. Projecting population too low and it may reflect not enough demand for transportation projects in the future; however, projecting too high can be equally as counterproductive as it may identify transportation needs that may not be needed, taking funding away from other projects that are more likely to occur. The next steps will be to use the established land uses to divide the growth into Traffic Analysis Zones (TAZs) so the data can be used in the MPO's traffic demand model.

Motion by Osowski, seconded by Berg, to refer the staff recommendation to City Council with a recommendation to approve. Motion carried unanimously.

CITY COUNCIL MEMBER DISCUSSION MATTERS

None

ADJOURNMENT

Motion by Osowski, seconded by Berg, to adjourn the meeting at 6:07 p.m. Motion carried unanimously.