



Transportation Improvement Program

FY 2024-2027

Grand Forks-East Grand Forks MPO

ADOPTION: AUGUST 16, 2023 | PO BOX 5200, GRAND FORKS, ND 58206 WWW.THEFORKSMPO.ORG

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DISCLAIMER

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota Department of Transportation, Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the Forks MPO, principally the Cities of Grand Forks and East Grand Forks. The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

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The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal departments of transportation.

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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 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- In non-attainment and maintenance areas, sections 174 and 176 (c) 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 1110(e) of the IJA (Pub. L. 114-58) 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


Signature

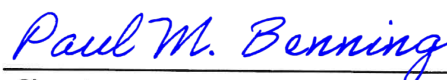
Chairman

Title

July 19, 2023

Date

North Dakota Department of
Transportation


Signature

Local Government Engineer

Title

7/21/2023

Date

RESOLUTION APPROVING FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the U.S. Department of Transportation requires the development and annual updating of a Transportation Improvement Program (TIP) for each urbanized area under the direction of a Metropolitan Planning Organization; and

WHEREAS, projects must be included in the TIP in accordance with 23 CFR 450.326 (g); and

WHEREAS, local transit projects utilizing Federal Transit Administration Section 5307 funds must be listed in a Program of Projects (49 U.S.C. 5307 c); and

WHEREAS, local projects of regional significance without federal funding are included; and

WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization has been designated as the urban policy body with responsibility for performing urban transportation planning and required reviews; and

WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization is designated by the Governors of North Dakota and Minnesota as the body responsible for making transportation planning decisions in the Grand Forks-East Grand Forks Metropolitan Area; and

WHEREAS, Presidential Executive Order 12372 gave state government the flexibility to design their own review process and select federal programs and activities to be subject to the process. Wherein, North Dakota Executive Order 1984-1 establishes the North Dakota Federal Program Review process and exempts the Transportation Improvement Program (TIP) from said process; and

WHEREAS, the projects contained in the TIP are located in an area where both the North Dakota and Minnesota State Implementation plans for Air Quality are not required to contain any transportation control measures. Therefore, the conformity procedures do not apply to these projects; and

WHEREAS, projects contained in the TIP were developed in cooperation with the North Dakota and Minnesota Departments of Transportation, the local public transit operators and the MPO; and

WHEREAS, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP on August 9, 2023.

NOW, THEREFORE, BE IT RESOLVED, that the Grand Forks-East Grand Forks Metropolitan Planning Organization adopts the Grand Forks-East Grand Forks Metropolitan Area Transportation Improvement Program for the FY 2024 to FY 2027 program period as being consistent with the Metropolitan Transportation Plan and the area's plans and program included therein.

Warren Strandell, Chair

Date

Stephanie Halford, Executive Director

Date

RESOLUTION CONFIRMING THE METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the **23 U.S.C. 134** requires that the Metropolitan Planning Organization (MPO) designated with the authority to carry out metropolitan transportation planning in a given urbanized area shall prepare a transportation plan for that area; and

WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization has been designated by the Governors of the States of Minnesota and North Dakota as the MPO for the Grand Forks-East Grand Forks Metropolitan Area; and

WHEREAS, the Grand Forks - East Grand Forks MPO has a Transportation Plan composed of a Metropolitan Transportation Plan (adopted January, 2019); and

WHEREAS, the Technical Advisory Committee of the Grand Forks - East Grand Forks MPO has recommended that this Metropolitan Transportation Plan be considered currently held valid and consistent with current transportation and land use considerations.

NOW, THEREFORE, BE IT RESOLVED THAT, the Grand Forks-East Grand Forks Metropolitan Planning Organization certifies that the Metropolitan Transportation Plan for the Grand Forks-East Grand Forks Urbanized Area is currently held valid and consistent with current transportation and land use considerations.

Warren Strandell, Chair

Date

Stephanie Halford, Executive Director

Date

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GLOSSARY

3-C Planning Process: Congress requires the planning process between MPOs, state transportation departments and transportation operators to be continuous, cooperative, and comprehensive (3-C).

Administrative Modification: This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment.

Allocation: A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires opportunity for public input and consideration by the MPO Policy Board prior to becoming part of the TIP. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and the MPO's adopted Public Participation Plan (PPP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding that has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid on or let prior the end of 2023 Federal Fiscal Year (September 30, 2023). The annual listing will represent 2023 projects as part of the 2024-2027 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the state of Minnesota during the next four years. Minnesota has an ATIP for each of their Districts. The MPO's TIP projects in Minnesota fall under the ATIP for MnDOT District #2. All projects listed in the TIP are required to be listed in the ATIP.

Code of Federal Regulations (CFR): Is the codification of the general and permanent regulations published in the Federal Register by the departments and agencies of the Federal Government.

Collector: A road or street that provides for traffic movement between local service roads and arterial roadways. Collectors can be broken down into two categories: Major Collectors and Minor Collectors. There is a subtle difference between the two categories. Major Collectors are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. While North Dakota does not use the two categories, Minnesota does.

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on minority populations and low-income populations.

FAST Act: Fixing America's Surface Transportation Act was introduced in December of 2015 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is a bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

Federal Functional Classification: Sometimes referred to as "classification", the federal functional classification system defines the current functioning role a road or street has in the Metropolitan Planning Area network. Generally, the two basic functions of a roadway are: (1) to allow for access to

property and (2) to allow travel mobility. The “classifications” of roadways include Arterial, Collector, and Local which determine the balance of the two roadway functions which range from high mobility/low access (Arterials) to high access/low mobility (Locals), with Collector roadways falling somewhere in between.

Federal Revenue Source: In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 17.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

IIJA/BIL: The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed in November 2021 as the transportation bill to replace FAST Act. It is a bipartisan, bicameral, four-year legislation to improve the Nation’s surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure.

Illustrative Project: A project which does not have funding but is an important project for the jurisdiction to identify within the TIP to show the need for the project.

Intelligent Transportation Systems (ITS): Technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into the transportation infrastructure or vehicles. ITS includes a broad range of wireless and traditional communications-based information and other electronic technologies.

Interstate: A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

Jurisdictions: The member units of government which are within the MPO’s planning area. The member jurisdictions include the following: Grand Forks County, Polk County, City of Grand Forks, City of East Grand Forks.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Length: In the project tables, this column identifies the length of a project in miles, if applicable.

Local Road: A road or street whose primary function is to provide direct access to abutting property.

Locally Funded Project: Projects of note that are funded by local or state agencies and do not require action by FHWA or FTA. These projects are included to assist in coordination between local jurisdictions during staging and construction.

MAP-21: Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect on July 6, 2012 and expired September 30, 2014.

MPO ID: This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

Minor Arterial: A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

ND Small Town Revitalization Endeavor for Enhancing Transportation Program (NDSTREET): North Dakota grant program to provide an opportunity for cities with less than 5,000 population, that have a state highway within their corporate boundaries, to improve that roadway. Improvements are intended to improve or add multimodal transportation facilities through that community.

Other Revenue Source: This section indicates the amount of funding that will be provided for the project from the local jurisdictions. Generally, the local funding for the Minnesota and North Dakota jurisdictions comes from state aid, sales taxes, assessments, general funds, or special funding sources.

Pending Project: A project designated as “pending” in the project tables are programmed for the pending fiscal year in which they are shown. These are the first projects that would be shifted to the following year if Congress does not provide sufficient obligation authority.

Principal Arterials: A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land and is usually a multi-lane divided road with no provision for parking within the roadway.

Project Cost: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

Project Description: This section further identifies the project to be carried out on the previously stated “location” by describing the limits and types of improvements.

Project Limits: The physical limits of the said project listed “from” said location “to” said location.

Project Location: The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

Project Prioritization: This is an exercise in which the MPO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. The MPO then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

Project Year: This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed.

Public Participation Plan (PPP): An adopted MPO plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

Regionally Significant Project (RS): A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or creating new roadways on new right-of-way, both financed with federal funds, which do not consist on an extension of the existing urban roadway network resulting from urban expansion; or a transit project creating a new transit building on newly purchased real estate.

Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU): A previous surface transportation act that expired July 5, 2012 and was replaced with MAP-21.

Safety Management Systems (SMS): A formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk controls. SMS includes systematic procedures, practices, and policies for the management of safety risk.

State Transportation Improvement Program (STIP): A compilation of significant surface transportation improvements scheduled for implementation within a state during the next four fiscal years. All projects listed in the TIP are required to be listed in the STIP.

Transit Asset Management (TAM): Required by CFR for agencies that receive federal financial assistance to provide transit service. The TAM outlines how people, processes, and tools come together to address asset management policies and goals; provides accountability and visibility for furthering understanding of leveraging asset management practices; and supports planning, budgeting, and communicating with internal and external stakeholders.

Transit Development Plan (TDP): The plan addresses no less than a 5-year planning horizon and is intended to support the development of an effective multi-modal transportation system for the Grand Forks-East Grand Forks area. The MPO develops, adopts, and updates the TDP through the metropolitan planning process pursuant to CFR.

Transit Operator: The designated transit service operator provides public transit for the area. The transit operators for the area are the City of Grand Forks and the City of East Grand Forks. The public knows it by Cities Area Transit (CAT).

Transportation Improvement Program (TIP): A compilation of significant surface transportation improvements scheduled for implementation in the MPO planning area during the next four years.

Unified Planning Work Program (UPWP): Is the MPO's statement of work identifying the planning priorities and activities to be carried out within the metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

ACRONYMS

3-C	Comprehensive, Cooperative and Continuing	AC	Advance Construction
ADA	Americans with Disabilities Act	ADT	Average Daily Traffic
ALOP	Annual Listing of Obligated Projects	ATIP	Area Transportation Improvement Program (MN)
ATP	Area Transportation Partnership (MN)	BARC	Bridge and Road Construction
BF	Bond Fund	BRRP	Bridge Replacement or Rehabilitation Program
CAA	Clean Air Act	CAAA	Clean Air Act Amendment
CFR	Code of Federal Regulation	CMAQ	Congestion Mitigation and Air Quality
CNG	Compressed Natural Gas	CR	County Road
CSAH	County State Aid Highway (MN)	D#2	Minnesota Department of Transportation District #2
DAR	Dial-A-Ride	DOT	Department of Transportation
DTA	Dynamic Traffic Assignment	EJ	Environmental Justice
EPA	Environmental Protection Agency	ERG	Environmental Review Group
FAA	Federal Aviation Association	FAST Act	Fixing America's Surface Transportation Act (2015)
FHWA	Federal Highway Administration	FRA	Federal Railroad Administration
FTA	Federal Transit Administration	FY	Fiscal Year
HB	Highway Bridge	ITS	Intelligent Transportation System
LF	Locally Funded	LOS	Level of Service
LOTTR	Level of Travel Time Reliability	MAP-21	Moving Ahead for Progress in the 21st Century
MnDOT	Minnesota Department of Transportation	MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Area	MSAS	Municipal State-Aid Street
MTP	Metropolitan Transportation Plan	NAAQS	National Ambient Air Quality Standard
NBI	National Bridge Inventory	NDDOT	North Dakota Department of Transportation
NEPA	National Environmental Policy Act	NHPP	National Highway Performance Program
NHS	National Highway System	NPMRDS	National Performance Management Research Data Set
O&M	Operations and Maintenance	PCI	Pavement Condition Index
PL	Public Law	PM	Performance Management
PM-1	Performance Measure Rule 1-Safety	PM-2	Performance Measure Rule 2-Pavement and Bridge Condition

PM-3	Performance Measure Rule 3-System Performance, Freight, and CMAQ	PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan	RR	Railroad
RRS	Rail Grade Crossing and Rail Safety	RS	Regionally Significant
RTAP	Rural Transit Assistance Program	SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SF	State Fund	SGR	State of Good Repair
SHSP	State Strategic Highway Safety Plan	SIP	State Implementation Plan
SMS	Safety Management Systems	SRTS	Safe Routes to School
STBGP	Surface Transportation Block Grant Program	STIP	State Transportation Improvement Program
STP	Surface Transportation Program	STRAHNET	Strategic Highway Network
TA	Transportation Alternatives	TAC	Technical Advisory Committee
TAM	Transit Asset Management	TAMP	Transportation Asset Management Plan
TDM	Travel Demand Model	TDP	Transit Development Plan
TERM	Transit Economic Requirements Model	TH	Trunk Highway
TIP	Transportation Improvement Program	TMA	Transportation Management Area
TSM	Transportation System Management	TTI	Travel Time Index
TTTR	Truck Travel Time Reliability	UGP	Urban Grant Program (ND)
UPWP	Unified Planning Work Program	URP	Urban Roads Program (ND)
US	United States Designated Trunk Highway	USC	United States Code
USDOT	United States Department of Transportation	UZA	Urbanized Area
V/C	Volume to Capacity Ratio	VMT	Vehicle Miles Traveled
YOE	Year of Expenditure		

FUNDING SOURCES

BR	Bridge	BRU	Bridge-Urban
BROS	Bridge Replacement- County Off-System Project	CMAQ	Congestion Management Air Quality
CRP	Carbon Reduction Program	DEMO	Demonstration Project
FTA 5307	FTA Section 5307- Urbanized Area Formula	FTA 5310	FTA Section 5310- Enhanced Mobility for Seniors and Individuals with Disabilities
FTA 5311	FTA Section 5311- Formula Grants for other than Urbanized Areas	FTA 5339	FTA Section 5339- Bus and Bus Related Facilities
HBP	Highway Bridge Program	HPP	High Priority Projects Designated by Congress
HSIP	Highway Safety Improvement Program	NDSTREET	ND Small Town Revitalization Endeavor for Enhancing Transportation
NHPP	National Highway Performance Program	NHPP-HBP	Highway Bridge Program
NHPP-IM	Interstate Maintenance	NHPP-ITS	Intelligent Transportation Systems
NHPP-NHS	National Highway System- State Project	NHPP-NHS-U	National Highway System- State Urban Project
Non NHS-S	Non-National Highway System- State Rural Project	RRS	Highway/Railroad Grade Crossing Safety Program
SRTS	Safe Routes to School	STBG	Surface Transportation Block Grant Program
STBG-R	Surface Transportation Block Grant Program- Regional	STBG-U	Surface Transportation Block Grant Program- Urban
TA	Transportation Alternatives	TCSP	Transportation & Community System Preservation Program
UGP	Urban Grant Program (North Dakota)		

LOCAL JURISDICTION CONTACTS

The MPO collects information from all jurisdictions wishing to have projects programmed in the TIP. We work closely with our planning partners to ensure that the information contained in the TIP is current and accurate. MPO staff is available to answer questions on the TIP, the TIP process, and transportation planning in the metropolitan planning area. While the MPO provides relevant data associated with each project identified in the TIP, more specific information related to a project is not included in the TIP project list. A list with contact information for our transportation planning partners is included on the following page. Please contact them if you require additional information that is not included on a project programmed in the TIP.

NDDOT- Grand Forks District

Edward Pavlish
District Engineer
Phone: 701-787-6506
Email: epavlish@nd.gov

MnDOT- District #2

J.T. Anderson
District Engineer
Phone: 218-755-6549
Email: j.t.anderson@state.mn.us

Grand Forks County

Nick West
County Engineer
Phone: 701-780-8248
Email: nick.west@gfcounty.org

Polk County

Rich Sanders
County Engineer
Phone: 218-470-8253
Email: rsanders@co.polk.mn.us

City of Grand Forks

Al Grasser
City Engineer
Phone: 701-746-2640
Email: agrasser@grandforksgov.com

City of East Grand Forks

Steve Emery
Consulting Engineer
Phone: 218-773-5626
Email: steve.emery@widseth.com

Cities Area Transit

Dale Bergman
Transportation Division Director
Phone: 701-746-2590
Email: dbergman@grandforksgov.com

East Grand Forks Transit

Nancy Ellis
East Grand Forks Transit Manager
218-773-0124
Email: nellis@egf.mn

1 | INTRODUCTION

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Grand Forks-East Grand Forks Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government, neighboring jurisdictions, and agencies. As a document, the TIP reports how the various jurisdictions and agencies within the Grand Forks-East Grand Forks MPA have prioritized their use of limited Federal highway and transit funding.

The TIP must, at a minimum, be updated and approved every four years by the Metropolitan Planning Organization (MPO) in cooperation with the state department of transportation and local public transit agencies. However, the TIP is normally updated annually.

The Grand Forks-East Grand Forks Metropolitan Planning Organization (Forks MPO) is the MPO for the Grand Forks-East Grand Forks MPA. As such, it is the responsibility of the Forks MPO to update the TIP.

Projects identified through the TIP process serve to implement the projects identified in the Forks MPO's Metropolitan Transportation Plan (MTP).

ABOUT FORKS MPO

The Federal Surface Transportation Assistance Act of 1973 requires the formation of an MPO for any urbanized area with a population greater than 50,000. The Act also requires, as a condition for federal transportation financial assistance, that transportation projects be based upon a continuous, comprehensive, and cooperative (3-C) planning process for the Grand Forks-East Grand Forks Metropolitan Planning Area (MPA). MPOs help facilitate implementing agencies (including municipal public works departments, county highway departments, and state departments of transportation) prioritize their transportation investments in a coordinated way consistent with regional needs, as outlined in an MTP.

The core of a MPO is the urbanized area, which is initially identified and defined by the U.S. Census Bureau as part of the Decennial Census. This boundary is adjusted by local officials and approved by the FHWA. The result of which is the official Adjusted Urban Area Boundary (known as the UZA).

In addition to the UZA, the MPO boundary includes any contiguous areas, which may become urbanized within the next twenty years. Collectively, this area is known as the Metropolitan Planning Area (MPA). The Forks MPO's MPA was most recently expanded in 2013 and approved by NDDOT. The MPA is currently comprised of approximately 26 square miles, across 2 states, 2 counties, and 2 cities. The MPA is effectively the Forks MPO's "study area" or area of influence respective to the metropolitan transportation planning program. These areas are significant not only as potential future population centers, but also due to their proximity to existing and future transportation assets of regional significance.

Figure 1-1 provides an overview of these boundaries for the Grand Forks-East Grand Forks area, specifically depicting:

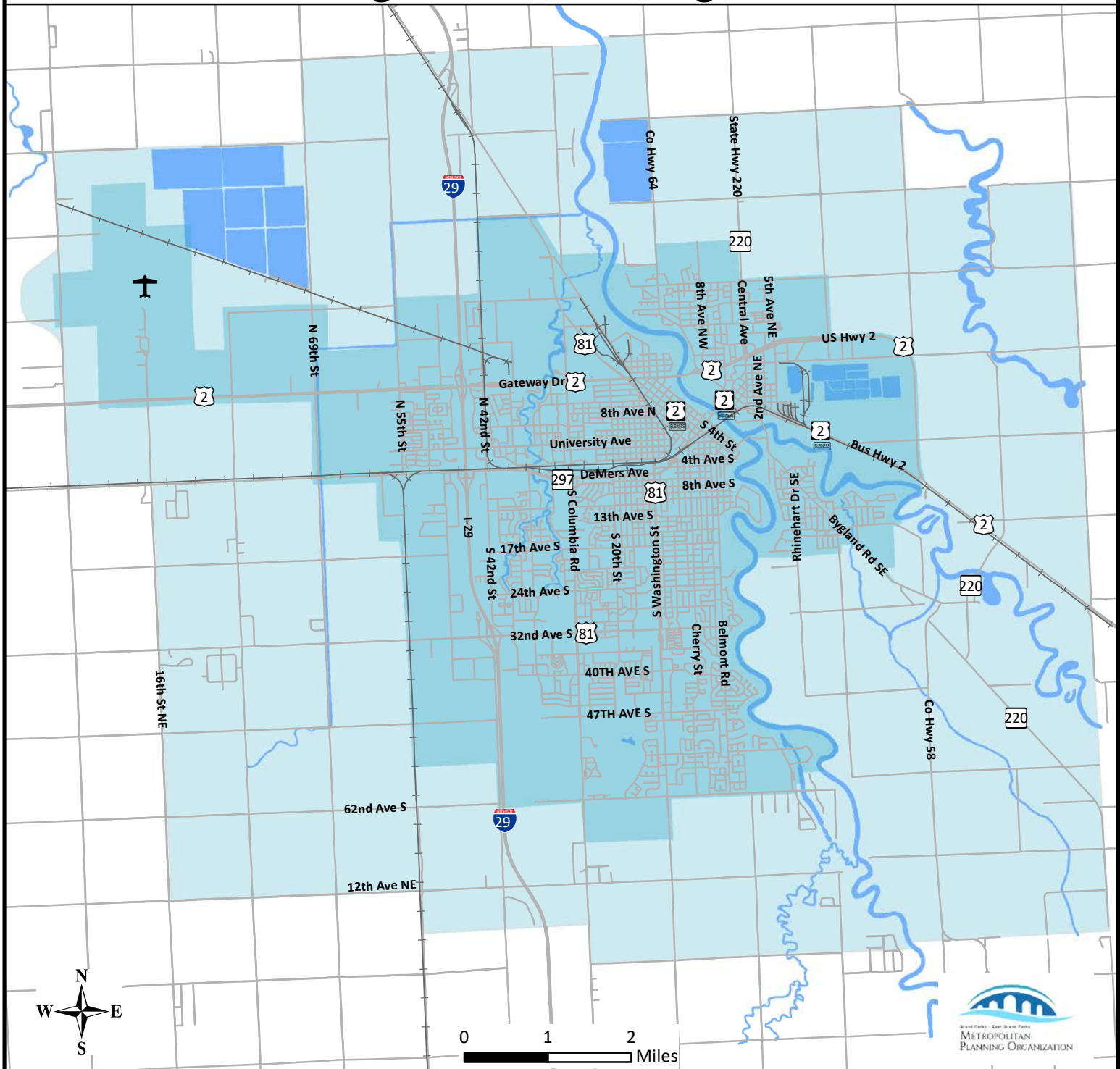
- The Metropolitan Planning Area Boundary;

- The Adjusted Urbanized Area boundary; and
- Cities within the MPA.

The UZA boundary is used to determine the type of transportation funding programs potential projects may be eligible to receive. In Forks MPO's case, the overseeing DOT is North Dakota Department of Transportation (NDDOT). Forks MPO provides regional coordination and approves the use of federal transportation funds within the MPA, responsibility for the implementation of specific transportation projects lies with NDDOT, MnDOT, and the local units of government as transportation providers.

FIGURE 1-1: FORKS MPO PLANNING BOUNDARIES

Grand Forks- East Grand Forks Metropolitan Planning Organization Planning Area



- | | | | | | | | |
|--|---------------------|--|------------------|--|-------------------|--|----------|
| | Adjusted Urban Area | | US Highway 2 | | US Bus Highway 81 | | Airport |
| | MPO Planning Area | | US Bus Highway 2 | | State Highway 220 | | Railroad |
| | Water | | Interstate 29 | | State Highway 297 | | |

GOVERNANCE AND ORGANIZATIONAL STRUCTURE

Figure 1-2 provides an overview of Forks MPO's organizational structure. Each voting member is appointed by the respective body they represent. The members are expected to represent their respective body's interest; however, their responsibility being on the Executive Policy Committee (MPO Board) is to base their decisions on what they believe is in the best interest of the metropolitan area. The MPO Board meets monthly to be updated on the progress of the MPO performance-based planning and programming work activities. However, not all local decision makers are engaged in this on a regular basis. MPO Board meeting minutes are detailed and routinely available and maintained on the MPO website. The Technical Advisory Committee (TAC) and staff provide recommendations to the MPO Board.

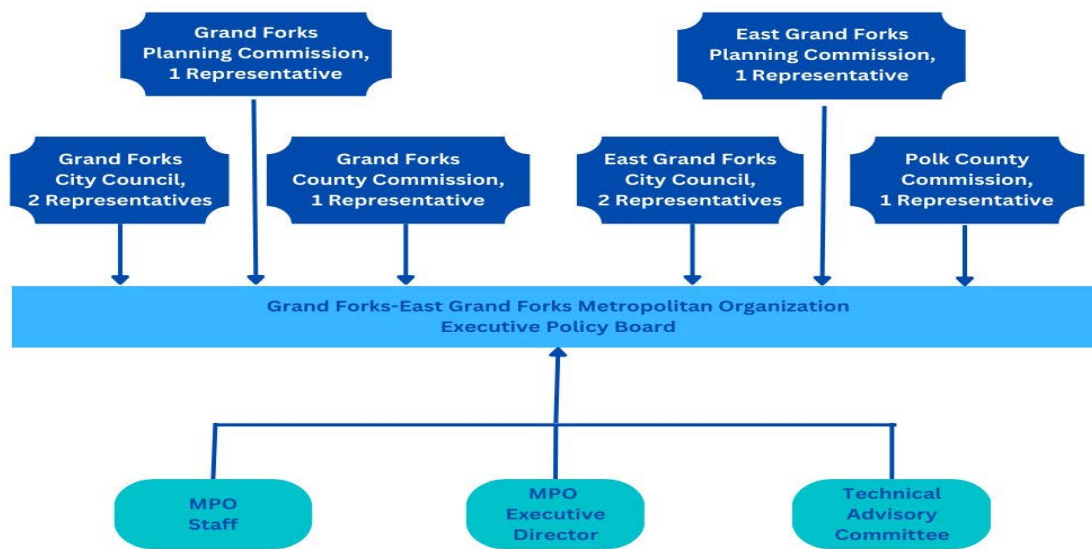


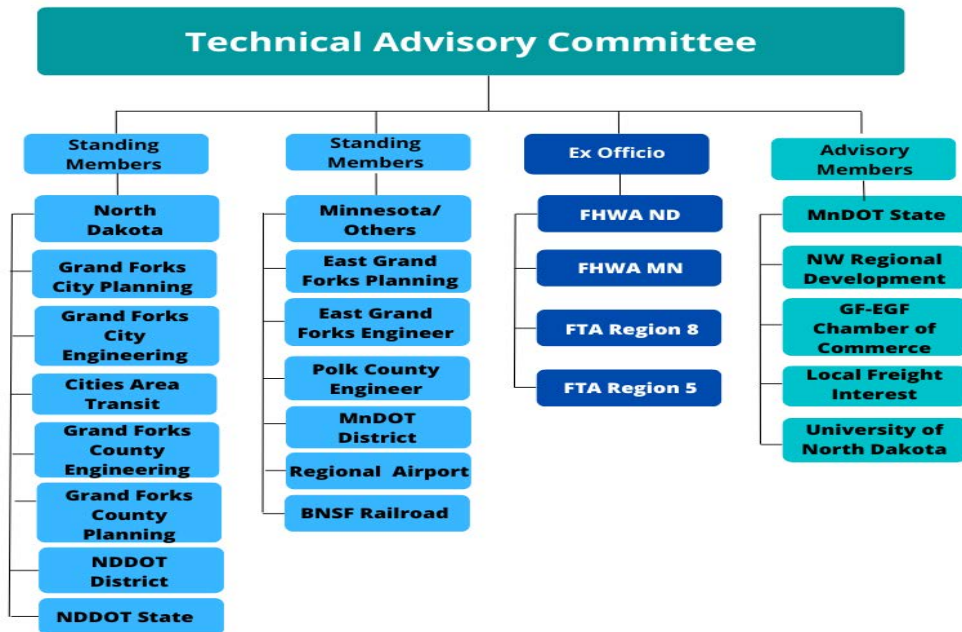
FIGURE 1-2: FORKS MPO ORGANIZATIONAL CHART

Forks MPO understands that diverse representation on the MPO Board and its committees helps result in sound policy reflective of the needs of the entire population. The MPO Board is comprised of elected officials from the communities within the MPA. These officials are chosen by the corresponding jurisdiction (see Figure 1-2). The Chairperson and Secretary-Treasurer alternate between North Dakota and Minnesota. The Secretary-Treasurer is elected from the membership for a two-year term. After the term has been served, they automatically become the Chairperson for a two-year term.

In addition to the MPO Board, the Forks MPO has one permanent advisory committee, the Technical Advisory Committee (TAC). Figure 1-3 provides an overview of the TAC structure. Like the MPO Board, members from this committee are chosen by local jurisdictions, with the intent that they represent a broad range of technical knowledge and experience. The committee includes both staff from local jurisdictions, as well as representatives from NDDOT, MnDOT and people with expertise on relevant subject matter (e.g., freight, economic development, and bicycle and pedestrian issues). The Forks

MPO makes every effort to encourage a diverse collection of individuals on the TAC, but the members are ultimately chosen by each participating jurisdiction.

FIGURE 1-3: TAC ORGANIZATIONAL CHART



The Forks MPO encourages participation of all citizens in the regional transportation planning and programming process. All MPO Board, TAC, and subcommittee meetings are public meetings.

Additionally, the Forks MPO strives to find ways to make participating on its committees convenient. This includes scheduling meetings in locations with good transit service and in or near neighborhoods with a high concentration of minority and low-income populations. Some further goals and strategies to actively engage minority populations are included in the Public Participation Plan.

MPO'S ROLE IN PLANNING PROCESS

In the transportation planning process, the MPO's role includes:

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective public participation process, which ensures meaningful public input, is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

PLANNING FACTORS

The federal transportation bill, Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), identifies ten planning factors that must be considered in the transportation planning process. The requirements of this law are illustrated in 23 CFR 450.306(b). The process used to select projects to be programmed through the TIP is based on these factors:

- 1) Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase safety of the transportation system for motorized and non-motorized users.
- 3) Increase security of the transportation system for motorized and non-motorized users.
- 4) Increase accessibility and mobility of people and freight.
- 5) 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.
- 6) Enhance integration and connectivity of the transportation system across and between modes, people, and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- 10) Enhance travel and tourism.

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a federally mandated, annually prepared document that contains pedestrian, bicycle, transit, highway, and other transportation projects that are recommended for federal funding during the subsequent four years in the MPA. The projects included in each year's TIP are derived from the area's MTP and are aimed at meeting the long-range needs of the transportation system. Agencies and jurisdictions propose projects to the MPO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the next 4 years.

The MPO's TIP includes projects from the North Dakota Department of Transportation (NDDOT) Grand Forks District, Minnesota Department of Transportation (MnDOT) District 2 in the MPO's planning area, Grand Forks Transit Operator, East Grand Forks Transit Operator, and local projects from member jurisdictions. Local projects that are fully funded by a city or county are not included in the Forks MPO TIP.

Projects programmed in the TIP must comply with regulations issued by FHWA and FTA. Projects can be revised or amended at any time during the program year by the action of the MPO Board. Projects

in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

TIP projects programmed for the Grand Forks-East Grand Forks MPA on the North Dakota side are included, without change, in the North Dakota State Transportation Improvement Program (STIP).

TIP projects programmed for the Grand Forks-East Grand Forks MPA on the Minnesota side are included, without change, in the MnDOT District 2 Area Transportation Improvement Program (ATIP) and subsequent Minnesota State Transportation Improvement Program (STIP).

REGIONALLY SIGNIFICANT PROJECTS

In addition, Federal regulations dictate the MPO must include in their annual TIP “all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53).”

Federal regulations go on to state:

“For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.”

Federal regulations have left the determination of “regionally significant” transportation projects up to individual MPOs. As such, the Forks MPO has chosen to define regionally significant projects as:

“A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or creating new roadways on new right-of-way, both financed with federal funds, which do not consist of an extension of the existing urban roadway network resulting from urban expansion; or a transit project creating a new transit building on newly purchased real estate.”

ILLUSTRATIVE PROJECTS

Illustrative Projects are those projects that were not included in the fiscally constrained project list due to limited funds. These projects are first to be considered if funds become available and may have a total estimated cost associated with them. Illustrative projects must also conform to the goals and priorities outlined in the MTP.

THE TIP AND ITS CONNECTION TO THE TRANSPORTATION PLANNING PROCESS

Projects reflected in the TIP originate from the Forks MPO’s MTP. The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next 20-years.

The regional transportation goals and objectives identified in the MTP set the broad policy framework for planning transportation improvements in MPA. Projects programmed into the TIP are to come from the MTP or support the long-range goals and objectives established in the MTP. Table 1-1 lists those goals and objectives.

TABLE 1-1: MTP GOALS & GOAL STATEMENTS

MPO Goal (Federal Transportation Planning Factors)	MPO Goal Statement
Economic Vitality	Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, and education services as well as giving business access to markets.
Security	Increase security of the transportation system for motorized and non-motorized uses.
Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices.
Environmental/ Energy/ Quality of Life	Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities- whether urban, suburban, or rural.
Integration and Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.
Efficient System Management	Promote efficient system management and operation by increasing collaboration among federal, state, and local government to better target investments and improve accountability.
System Preservation	Emphasize the preservation of the existing transportation network by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.
Safety	Increase safety of the transportation system for motorized and non-motorized uses.
Resiliency	Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
Tourism	Enhance travel and tourism.

CONSISTENCY WITH OTHER PLANS

METROPOLITAN TRANSPORTATION PLAN

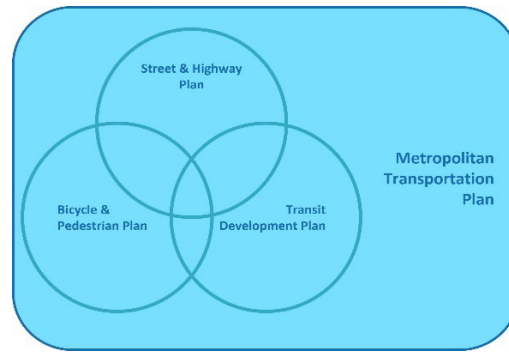
The Metropolitan Transportation Plan (MTP) documents the ongoing, multimodal, short-term, and long-term transportation planning process in the MPA. The current MTP was adopted in January 2019 by the MPO Board and has a planning horizon of 2045. The MTP sets the regional transportation policy for the MPO's planning area and identifies the major, long-range transportation investments.

Projects in the TIP must first be identified in the MTP. The MTP provides a 20 to 25-year overview of transportation needs. The TIP looks at the near future and programs federal transportation funds for projects to meet those needs.

The MTP Executive Summary presents the modal elements of the region's multimodal transportation system, as illustrated in Figure 1-4. This accounts for changes in the metropolitan area since the last

plan that was adopted in 2019. The actions and strategies outlined here are the Forks MPO's three modal plan elements are summarized into an Executive Summary. Those three modal elements are the Street/Highway Plan (adopted December 2018), Transit Development Plan (adopted December 2022) and the Bicycle and Pedestrian Plan (adopted January 2019). The three documents work together to guide planning and funding for multimodal transportation in the Forks MPO area.

FIGURE 1-4: FORKS MPO TRANSPORTATION PLANS



PUBLIC PARTICIPATION PLAN

The Forks MPO's adopted Public Participation Plan (PPP) serves as a framework of guidelines for the MPO's public engagement processes. Public involvement procedures are also required by federal regulations to be in place and periodically reviewed regarding the effectiveness of the process to ensure open access is provided to all. The PPP provides guidance for how the TIP is to be developed and made available for public review and comment. See:

https://www.theforksmmpo.org/public_participation/public_participation_plan_ppp

PROGRAMMING THE TIP

MnDOT has established eight Area Transportation Partnerships (ATPs) throughout the state to manage the programming of Federal transportation projects. Each of these ATPs is responsible for developing a financially constrained Area Transportation Improvement Program (ATIP) and incorporated into a financially constrained STIP.

MnDOT District 2 is represented by Northwest Area Transportation Partnership (NWATP) (<http://www.dot.state.mn.us/d2/atp/index.html>). Like the MPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is called the Area Transportation Improvement Program (ATIP) and is combined with the other ATIPs from the other ATPs around the state. This combined document is the draft STIP.

Although the ATP encompasses the MPO MPA, the MPO through the development of the TIP leads the project selection of the projects located within the MPA boundaries. The ATP leads the project selection outside the MPA boundaries.

As the designated MPO for the urbanized area, the Forks MPO must develop its TIP that is incorporated into the ATIP and subsequently, the STIP. The STIP must be consistent with the TIP.

NDDOT is responsible for developing a fiscally constrained State Transportation Improvement Program (STIP). The central office releases solicitations and prioritizes projects. They work with the MPOs on the solicitation process. The MPO then submits the regionally prioritized list by the deadlines provided.

The TIP project solicitation and development process begins around September. Projects originate from:

- MPO MTP
- Implementing jurisdiction and/or agency project submittals and program solicitations

Projects meeting the minimum qualifying criteria are prioritized by the MPO's TAC into one intermodal project list per state.

The MPO, in cooperation with NDDOT, MnDOT and the public transportation operators, cooperatively implement a process for solicitation, prioritization, and selection of transportation improvement projects which are eligible for federal aid.

MPO member jurisdictions and agencies that are interested in pursuing transportation projects within the MPA must follow a specific process and satisfy certain criteria.

The Forks MPO has adopted and maintains a TIP Procedural Manual that identifies the specific actions the Forks MPO undertakes in developing a TIP (see:

<https://www.theforksmmpo.org/common/pages/DisplayFile.aspx?itemId=16985775>).

Prioritization considerations include the following:

- Project Screening
- Project Prioritization
- Project Selection
- Projects by Year
- Project Selection Criteria for Year Placement

PROJECT SCREENING

Each project must meet certain minimum requirements. These screening criteria are posed as "yes/no/not applicable" questions and no points are assigned. A "no" answer precludes the project from further consideration.

- Is the proposed project consistent with the MTP (current MTP or the draft MTP under development) in terms of scope, termini, and timing?
- Does the proposed project include a reasonable cost estimate and a funding plan?
- Is the proposed project eligible for the requested Federal aid program?
- If the proposed project is in the first four years of the TIP (Federal TIP) can the project meet NEPA, design, right-of-way and/or construction letting milestones within the TIP time frame?
- Will the completed project comply with ADA requirements?

- Will the project comply with Title VI and environmental justice requirements?

PROJECT PRIORITIZATION

As a management tool for monitoring progress in implementing the Forks MPO's MTP, the MPO staff evaluate, based upon established scoring criteria, each project's ability to fulfill the goals of the MPO's MTP. The scoring criteria provide a series of yes/no questions which indicate how the proposed project will incorporate the goals of the MPO's MTP.

Each funding program has individualized criteria, but each has a total scoring value of 100 points. The criteria are essentially the same for each program; however, the criteria are weighted differently to ensure the individual program has the appropriate focus for that program. While all funding programs support the multi-modalism of the MTP, a classic example of the weighting system is the transportation enhancement program is weighted more towards providing non-motorized transportation than another program that is more focus on motorized traffic. Programs which traditionally focus on motorized transportation receive additional points by providing facilities or improvements to the non-motorized transportation. Ideally, projects being programmed into the TIP will receive a score of 60 or above to support the multi-modalism of the MTP.

Agencies are encouraged to use the evaluation system while they are preparing their projects for submission as a checklist to ensure their projects are fulfilling the goals of the MTP, see Table 1-1.

PROJECT SELECTION

Selection of projects for implementation from the list of projects in the approved TIP is necessary to decide which projects receive funding in any fiscal year. It is recognized that even with the best design and scheduling efforts, projects may not be ready to receive funding for a particular phase or a jurisdiction's shifting priorities may require one project to be advanced over another.

During project selection agencies work cooperatively to select projects based on the Project Selection Criteria.

PROJECTS BY YEAR

1. Projects In the 1st Year of the TIP

In accordance with Federal regulation the first year of the TIP shall constitute an "agreed to" list of projects for project selection purposes. Therefore, any project in the first year of the TIP is automatically considered "selected" and no further action is needed. During development of the TIP, projects to be included in the first year of the TIP shall be selected based on the criteria noted in the Project Selection Criteria section.

2. Projects In the 2nd, 3rd, and 4th Years of the TIP

In accordance with Federal regulation, projects in any of the years of the TIP may be advanced in place of another project. To proceed with any project in the 2nd, 3rd, or 4th year of the TIP, specific project selection procedures must be followed. Project selection must be undertaken for several reasons. With time, the 2nd year of the TIP becomes the new current fiscal year, and some projects in the outer years are ready to be advanced, and some projects in the current fiscal year of a TIP are delayed resulting in "rolled-over" funds. As a result, project selection becomes a necessity for managing the TIP and maintaining fiscal constraint. Projects to be selected from the 2nd, 3rd, and 4th year of the TIP shall

be selected based on the criteria noted in the Project Selection Criteria section.

PROJECT SELECTION CRITERIA FOR YEAR PLACEMENT

These criteria will serve as guidance to the Forks MPO and lead agencies for selecting projects and determining what year they show up in the TIP. Newly proposed projects may be considered, provided they are consistent with the MTP, meet all other TIP project requirements and are process through the TIP revision process.

- a. Is it likely that the funds programmed for the project will be obligated/awarded by the end of the FY?
- b. Will any necessary State/local agreement be approved in time?
- c. Will design/development of the project be at a stage to allow the next funding to be obligated?
- d. Will the procurement process (ex. vehicle purchases) be at a stage to allow for the funding to be acquired?
- e. Will all local government approvals be received to allow for the obligation/award of the funds?

FUNDING SOURCES

Projects included in the TIP will be funded by one or more of the following funding categories. Legislation allows the Forks MPO, NDDOT, MnDOT, and transit operators to reserve, through the “3C” process, the ability to determine which of these funding categories – and how much of each – will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modifications.

Funding sources are identified on the following pages by the acronym in parentheses after each funding name listed below.

BONDS (BF)

Funding identified as BF in the TIP indicates that projects are being funded almost exclusively with bond funds.

BRIDGE REPLACEMENT OFF-SYSTEM (BROS)

A federally funded bridge replacement program intended to reduce the number of deficient off-system bridges within the state. This program applies to bridges under the jurisdiction of a public authority, located on a non-federal aid roadway and open to the public.

DEMO

HPP, Earmark, National Corridor Improvement Program, Projects of National & Regional Significance, and all projects that have a Demo ID.

EARLY LET LATE ENCUMBRANCE (ELLE)

MnDOT’s ELLE process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLE projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds encumbered) in the following fiscal year. The

advantage of an ELLE is that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins.

FEDERAL TRANSIT ADMINISTRATION (FTA)

Transit funding authorized by IIJA is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the TIP are generally funded by one of several subcategories that represent different programs administered by the FTA to provide either capital or operating assistance to public transit providers.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's Strategic Highway Safety Plan (SHSP). Funds may be used for a variety of safety improvements on any public road. Publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The Federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

HIGHWAY RAIL GRADE CROSSING & RAIL SAFETY (RRS)

Railroad-highway grade crossing safety is funded under 23 USC Section 130. The current Federal participation for railroad-highway grade crossing safety improvement projects is 100 percent of the cost of warning system. Normally it is expected that the local road authority will pay for roadway or sidewalk work that may be required as part of the signal installation. Limited amounts of state funds are available for minor grade crossing safety improvements.

LOCAL FUNDS (LF)

Funding identified as LF in the TIP indicates projects that are being funded almost exclusively with local funds but are identified as regionally significant and are therefore included in the TIP.

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). Section 1116 of the FAST Act amends 23 U.S.C. § 167 to establish the National Highway Freight Program (NHFP). Section 1116 also provides for a new National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1116 requires the re-designation of the NHFP every five years, and repeals Section 1116 of MAP-21, which allowed for an increased Federal share for certain freight projects.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

The NHPP provides support for the construction and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

STATE FUNDS (SF)

Funding identified as SF in the TIP indicates that projects are being funded in part or completely with state funds. Funding sources include, but are not limited to, motor fuel, vehicle sales tax, and general fund transfers.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program. See Project Selection section for more information on how projects within the MPO's MPA qualify for this type of funding.

TRANSPORTATION ALTERNATIVES (TA)

The Transportation Alternatives (TA) is a revision of the former Transportation Enhancements program under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities. States and localities are responsible for a minimum 20% of TA funds applied to projects. See Project Selection section for more information on how projects within the MPO's MPA qualify for this type of funding.

OTHER

Funding identified as "other" could include funding from State or Federal grants or other funding sources including local funds.

FISCAL CONSTRAINT

The TIP is fiscally constrained by year and includes a financial analysis that demonstrates which projects are to be implemented using existing and anticipated revenue sources, while the existing transportation system is being adequately maintained and operated.

The financial analysis was developed by the MPO in cooperation with NDDOT, MnDOT, public transportation providers, and local jurisdictions who provided the MPO with historic transportation expenditures and forecasted transportation revenue.

In developing the financial plan, the MPO considered all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private participation.

A detailed look at fiscal constraint can be found in Chapter 5.

ENVIRONMENTAL JUSTICE

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects will have a disproportionate impact on people-of-color and/or low-income populations, consistent with the 1994 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

A further look at TIP programmed projects in comparison to EJ areas can be found in Chapter 4.

PUBLIC INVOLVEMENT

The MPO affords opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published in The Herald – the newspaper of record for the MPO – and the TIP document is made readily available for review and comment.

The TIP public participation process is consistent with the MPO’s Public Participation Plan (PPP), updated in summer 2020. The process provides stakeholders a reasonable opportunity to comment on the TIP.

Chapter 6 provides a more comprehensive look at public involvement used in developing the FY 2024-2027 TIP.

Public comments obtained can be found in Appendix A.

SELF CERTIFICATION

Annually as part of the TIP, the MPO self-certifies along with the NDDOT and MnDOT that the metropolitan planning process is being carried out in accordance with all applicable requirements. Requirements relevant to the MPO include:

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- 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;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- Prohibiting discrimination based on gender; and
- Prohibiting discrimination against individuals with disabilities.

A copy of the MPO Board statement of Self Certification is at the front of this document on page iv.

2 | PERFORMANCE MEASURES AND TARGETS

The MAP-21 Act instituted transportation Performance Measurement (PM) for state DOTs and MPOs. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure.

In 2015, the FAST Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FTA, FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. For transit, the targets are on transit assets and transit safety. There are funding implications that are associated with the accomplishment or progress toward each target to incentivize planning efforts are tied to performance targets and goals.

SAFETY PERFORMANCE MEASURE

Rather than adopting each respective State's targets, the MPO adopted its own Safety Performance Targets beginning in 2018. These targets are required to be revisited annually. Each year the MPO analyzes crash data. This data is based on a five-year rolling average. That is to say that 2017-2021 data is averaged out to provide a base value for establishing 2023 targets. The Forks MPO has adopted the safety targets as shown in Table 2-1 below.

TABLE 2-1: SAFETY PERFORMANCE MEASURE TARGETS FOR 2023

Safety Performance Measure	Target
1. Number of Traffic Fatalities	2.4
2. Number of Fatalities (Per 100 M VMT)	0.734
3. Number of Crash Related Serious Injuries	12.92
4. Number of Serious Injuries(Per 100 M VMT)	3.951
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	2.84

INVESTMENT PRIORITIES FOR SAFETY

The Forks MPO's 2045 MTP provides the investment priorities. Each of the above-listed targets are an important component of the Forks MPO planned outcome of how its multimodal transportation system will perform. Due to the fiscal constraint requirement, projects identified within the 2045 MTP, specifically during the first five-year period (to 2027), are listed with careful consideration for their contribution towards being consistent with the MTP.

The Forks MPO has adopted a project selection process to assist in planning and programming projects. Each project is reviewed through several criteria for the project's likely funding source. Safety is one of the primary criteria considered in all project selection processes.

For example, safety performance-based planning is a system-level, data-driven process to identify strategies and investments. For MPOs, performance measures provide a means of assessing progress toward meeting the intent of the MTP. The MTP implements the required national performance measures. The MTP integrates the safety plans developed by partner agencies, including each state's Strategic Highway Safety Plan and more localized strategic highway safety plans that apply state-level emphasis areas and strategies consistent with local context and intent to implement. The MTP also identifies projects for Highway Safety Improvement Program (HSIP) funding projects that are expected to have a positive impact toward meeting safety targets.

Table 2-2 shows the results of the 5-year rolling average for 2017-2021 with the CY 2021 targets adopted. It also includes the previous years' data. The evaluation of performance is only to review the most current 5-year rolling average to the target.

TABLE 2-2: 2017-2021 ROLLING AVERAGE

Safety Performance Measures	MPO Targets, 2018	MPO Actuals, 2018	MPO Targets, 2019	MPO Actuals, 2019	MPO Targets, 2020	MPO Actuals, 2020	MPO Targets, 2021	MPO Actuals, 2021
1. Number of Traffic Fatalities	3 or Fewer	1.8	3 or Fewer	2	1.8 or Fewer	2.8	1.8 or Fewer	3.8
2. Number of Fatalities (Per 100 M VMT)	0.673	0.551	0.599	0.611	0.574	0.856	0.574	1.162
3. Number of Crash Related Serious Injuries	18 or Fewer	13	15 or Fewer	12.8	16.56 or Fewer	11.2	16.56 or Fewer	13
4. Number of Serious Injuries(Per 100 M VMT)	5.933 or Lower	0.612	5.296 or Lower	3.91	5.0642	3425	5.0642	3.976
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	3 or Fewer	3	4 or Fewer	2.6	3 or Fewer	2.6	3 or Fewer	2.6
<i>Actuals based on 5 year rolling average</i>								

ANTICIPATED EFFECT OF TIP PROJECTS ON SAFETY TARGETS

The Forks MPO TIP projects are anticipated to overall contribute positively to State and MPO safety performance targets. Projects in the TIP include safety improvements for all modes by reducing known conflicts, adding new bicycle and pedestrian infrastructure, improving interstate infrastructure, and more. Some projects use Highway Safety Improvement funds and others do not.

Key projects positively contributing to safety include:

- High Tension Median Cable Guardrail on I-29: ID# 120005
- Construct roundabout at the intersection of S 5th St, Belmont Rd, and Division Ave
- Install speed minder signage at various locations: ID# 121007
- Signal System Replacement and ADA improvements on US-2B at 2nd St NW and 4th St NW: ID# 220004

Pavement and Bridge Performance Measure

There are four targets addressing pavement condition; all pertain to roadways on the National Highway System (NHS). These are further broken down into Interstate Highways or non-Interstate Highways. Figure 2-1 identifies the roadways within the MPO area as being NHS routes.

There are two targets that address bridges located on NHS roadways. The MPO has adopted each respective State DOT's target for the NHS Bridge Condition.

The targets are 4-year targets, they were newly adopted in 2022. There does exist an opportunity to review after two years when both State DOTs must review their respective pavement and bridge targets. The MPO has adopted its own targets for the Interstate pavement and each respective State DOTs targets for the non-Interstate NHS pavement. Since the MPO adopted the State DOTs targets for non-Interstate NHS pavements, if the State DOTs revise those targets at the mid-performance period review, then the MPO must revise and adopt new targets based within 180 days of the new State DOT adoptions. The Forks MPO adopted targets seen in Table 2-3.

Forks MPO National Highway System Road Network

This map illustrates the National Highway System (NHS) Road Network within the Forks Metropolitan Planning Organization (MPO) area. The map shows a dense network of roads, with major highways highlighted in red and other federal aid roads in green. The Adjusted Urban Area is shaded in light blue, and the MPO Planning Area is outlined with a dashed blue line. The map also includes the location of the airport, water bodies, and railroad lines. A legend at the bottom identifies the symbols used for each feature.

Legend:

- Adjusted Urban Area
- MPO Planning Area
- Airport
- Water
- NHS Roads
- Other Federal Aid Roads
- Railroad

TABLE 2-3: 2022-2026 PAVEMENT AND BRIDGE CONDITION TARGETS

<u>Performance Measure</u>	Two Year Target	Four Year Target
Percent of NHS Bridges in Good Condition	ND- 50%; MN- 30%	ND- 50%; MN- 35%
Percent of NHS Bridges in Poor Condition	ND- 10%; MN- 5%	ND- 10%; MN- 5%
Percent of Interstate Pavement in Good Condition	75.60%	75.60%
Percent of Interstate Pavement in Poor Condition	3.00%	3.00%
Percent of Non-Interstate NHS Pavement in Good Condition	ND- 58.3%; MN- 55%	ND- 58.3%; MN- 55%
Percent of Non-Interstate NHS Pavement in Poor Condition	ND- 3%; MN- 2%	ND- 3%; MN- 2%

INVESTMENT PRIORITIES FOR PAVEMENT & BRIDGE CONDITION TARGETS

The Forks MPO's adopted 2045 MTP emphasizes projects and investment priorities that support State of Good Repair for pavement and bridges on the Interstate, non-Interstate NHS, and Federal Aid-Eligible System in North Dakota and Minnesota. Each of the listed targets in Table 2-3 are a component of the MPO's planned outcome of how its multimodal transportation system will perform.

ANTICIPATED EFFECT OF TIP PROJECTS ON PAVEMENT & BRIDGE CONDITION TARGETS

The Forks MPO TIP projects are anticipated to contribute positively to the overall State and MPO performance targets for Bridge and Pavement Conditions. Key projects are:

- Deck overly and other repairs on various bridges on US-2, US-81, and I-29: ID# 122001
- Rehabilitation to the Columbia Rd Overpass: ID# 120003
- Rehabilitation of the Point Bridge: ID# 522008
- CPR, grinding, pavement rehabilitation, and reconstruction of various roads throughout the Forks MPO area: ID# various

SYSTEM RELIABILITY PERFORMANCE MEASURE

Travel time reliability quantifies the level of consistency in travel times. The MPO has adopted its own targets. These are 4-year targets, they were newly adopted in 2022. There does exist an opportunity to review at the mid-performance period when both State DOTs must review their respective reliability targets.

TABLE 2-4: PERFORMANCE MANAGEMENT OF THE NHS & INTERSTATE FREIGHT MOVEMENT

<u>Performance Measure</u>	MPO	
	<u>Two Year Target</u>	<u>Four Year Target</u>
Interstate Reliability	90%	90%
Non-Interstate NHS Reliability	85%	85%
Truck Travel Time Reliability Index	1.5	1.5

INVESTMENT PRIORITIES FOR TRAVEL RELIABILITY TARGETS

The Forks MPO's 2045 MTP provides the investment priorities. Targets listed in Table 2-4 are a component of the MPO's planned outcome of how its multimodal transportation system will perform. The 2045 MTP emphasizes projects that support efficient movement of people and goods on the Interstate, non-Interstate NHS, and Federal Aid-Eligible System in North Dakota and Minnesota.

ANTICIPATED EFFECT OF TIP PROJECTS ON TRAVEL RELIABILITY TARGETS

The Forks MPO TIP projects are anticipated to contribute positively to the overall State and MPO performance targets for travel reliability. Keeping the traffic signals updated, the signal timing synced, and ITS signage is the biggest contributor to meeting the targets.

TRANSIT ASSET MANAGEMENT PLAN PERFORMANCE MEASURE

The MPO adopted CATs Transit Asset Management Plan (TAM Plan) targets in 2022. The MPO is required to revisit the targets every four years. Each transit operator must revisit its targets annually; the MPO can, if it desires, adjust its targets annually to be in alignment with the transit operator.

TABLE 2-5: TRANSIT ASSET PERFORMANCE TARGETS

Performance Measures	Target
Percent of revenue vehicles that have not met or exceeded the useful life benchmark.	10% or less
Percent of non-revenue vehicles and equipment that have met or exceeded the useful life benchmark.	10% or less
Percent of facilities that are rated less than 3.0 on the Transit Economic Requirements Model Scale.	0%

INVESTMENT PRIORITIES FOR TRANSIT ASSET TARGETS

The Forks MPO's 2045 MTP provides the investment priorities. Each of the above-listed targets are a component of the MPO's planned outcome of how its multimodal transportation system will perform.

The national Transit Asset Management performance effort is to achieve a state of good repair. The predominant program that Congress has created to achieve this is the FTA 5339 Program. Most notably, each state has an adopted TAM Plan. Cities Area Transit has adopted its own TAM Plan. State of good repair targets are identified within, and specific strategies are adopted.

The Forks MPO MTP – TDP Element has been recently updated the capital projects to maintain a state of good repair for transit assets. This list is the primary candidate projects for the annual solicitation of federal and state capital funds. Periodically, new, unanticipated funding solicitations are made, and this list is reviewed and adjusted if appropriate.

ANTICIPATED EFFECT OF TIP PROJECTS ON TAM TARGETS

The Forks MPO TIP transit projects are anticipated to contribute positively to the TAM targets. Cities Area Transit and the City of East Grand Forks plan to replace buses and paratransit vehicles. Maintenance of all vehicles is a budget item in all yearly operational costs to maintain the current fleet.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

PERFORMANCE MEASURE

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan.

The requirement is to adopt separate targets for the separate transit services being provided. FTA uses the term “mode”; CATs modes translate into the fixed route and the separate demand response (Dial-A-Ride), which is also called the ADA paratransit service. Fixed route service is quite different from demand response. Hence, the need to prepare separate targets for each service type.

The transit operators are required to work with the MPO in preparing their respective targets. Targets are shown in Table 2-6.

TABLE 2-6: TRANSIT SAFETY

Mode of Transit Service	Total Fatalities	Fatalities per 100k VRM	Total Injuries	Injuries per 100k VRM	Total Safety Events	Safety Events per 100k VRM	System Reliability (VRM/Failures)
Fixed Route	0	0	5	0.2	7 or Less	0.28	10,000
ADA/Paratransit	0	0	1	0.1	1 or Less	0.1	70,000

The public transportation operator is required to update the PTASP on an annual basis, but MPOs are not required to adopt PTASP targets on an annual basis. Only once every four years does the MPO have to adopt PTASP targets.

INVESTMENT PRIORITIES FOR PTASP

The Forks MPO’s 2045 MTP provides the investment priorities. Each of the above-listed targets are a component of the MPO’s planned outcome of how its multimodal transportation system will perform.

The Forks MPO has a project selection process adopted to assist it in planning and programming projects. Each possible project is reviewed through several criteria pertinent to the project’s likely funding source. Safety is one of the considered criteria.

The Forks MPO MTP – TDP Element tracks 5307 funding going to vehicle maintenance and the 5339 funding that is replacing buses before they become a safety issue. A list of capital needs to maintain safety is in the TDP Element. Periodically, new, unanticipated funding solicitations are made, and this list is reviewed and adjusted if appropriate.

ANTICIPATED EFFECT OF TIP PROJECTS ON PTASP TARGETS

The Forks MPO TIP transit projects are anticipated to contribute positively to the PTASP targets. Meeting the targets for transit asset management will keep the system reliable and reduce safety events. Driver safety training and rider information is part of the operational costs of the system. Training will keep drivers aware and up to date on the best safety practices to prevent fatalities and serious injuries.

CONCLUSION ON PERFORMANCE

The Forks MPO understands it is in the early stages of developing a fully compliant, performance based MTP. As multiple years of data is collected for the performance measures and their targets, the MPO will monitor performance and evaluate if trends are moving toward meeting the targets. The Forks MPO commits to adjusting planning strategies to meet the performance targets if the desired results are not being met.

3 | FY 2024 – 2027 TIP PROJECTS

The tables that follow list all the transportation projects scheduled for federal and/or state funding in the Forks MPO area, as well as projects categorized as “regionally significant” by the MPO. Information about projects that will occur over the next four years is provided in a set of maps and tables, broken down by funding year, that depict the location of the projects and details about their costs and sources of funds.

The structure of the informational tables for each year is as follows:

MPO ID:

The ID number given by the MPO to track projects and identify them in maps.

STATE PROJECT NUMBER:

Each State has its own project number given to it by the State.

LEAD AGENCY:

The agency that initiates the project, requests funding, and processes the paperwork necessary for project completion.

PROJECT YEAR:

Fiscal year in which the project is programmed.

PROJECT LOCATION & PROJECT LIMITS:

Give an accurate reference to where the project is occurring. The road and the to/from places the project within legal boundaries of the state lead agency. In cases where the project is shared with other agencies the description will list all the affected agencies.

DESCRIPTION:

The scope of the project includes features such as location, length, and type of specific work proposed.

TYPE OF WORK:

Identifies if the project is maintenance, reconstruction, rehabilitation, safety, etc.

FEDERAL PROGRAM SOURCE:

Identifies the federal funding program that will be used to pay for a portion of the project.

TOTAL COST:

The total cost of the project is listed.

FEDERAL:

The total estimated federal highway or transit dollars to be used for the project.

STATE- ND:

The total estimated North Dakota dollars to be used for the project.

STATE- MN-TH:

The total estimated Minnesota state trunk highway funding to be used for the project.

STATE- MN-OTHER:

The total estimated Minnesota state funding from sources other than the trunk highway funds to be used for the project.

LOCAL- GENERAL FUND:

The total estimated Local general fund dollars to be used for the project.

LOCAL- OTHER:

The total estimated dollars coming from other local partners in a project.

Further information about the terms, abbreviations, and funding sources used throughout the project tables can be found in the Glossary (p. 11), list of Acronyms (p. 17), and list of Funding Sources (p. 19).

Figure 3-1 provides an overview of the location of all the construction projects that are included for the years 2024 through 2027 in the Transportation Improvement Program. Projects that are not location specific or are transit related are not mapped. Individual projects listed by year are to follow. After each listing of projects, maps showing greater detail of project areas are included. MPO ID numbers allow for cross reference to projects in the table.

2024- 2027 Transportation Improvement Program

This map displays the 2024-2027 Transportation Improvement Program for the Metropolitan Planning Organization (MPO) area. The map shows the urbanized area and the MPO planning area, with project locations marked by colored lines and dots. The colors represent the project year: 2024 (orange), 2025 (green), 2026 (pink), and 2027 (yellow). The map includes a scale bar (0 to 2 miles) and a north arrow. The legend at the bottom identifies the project years and the urbanized area and MPO planning area.

Project Year

- 2024
- 2025
- 2026
- 2027

Urbanized Area **MPO Planning Area**

2024 PROJECT LISTINGS

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
Grand Forks Transit																
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	
East Grand Forks Transit																
220001	TRF-0018-24B	East Grand Forks	2024	East Grand Forks			SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	Transit Operations	FTA 5307	\$586,240	\$127,310			\$320,944	\$137,986	
220002	TRF-0018-24A	East Grand Forks	2024	East Grand Forks			EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	Paratransit Operations	SF	\$167,913				\$142,726	\$25,187	
220003	TRS-0018-24C	East Grand Forks	2024	East Grand Forks			CITY OF EAST GRAND FORKS PURCHASE ONE(1) CLASS 400 LF REPLACEMENT GAS BUS	Transit Capital	STPBG	\$276,000	\$220,800			\$27,600	\$27,600	
NDDOT																
120004	23348	NDDOT	2024	Grand Forks			Rehab traffic signals on the Urban Regional Roads system throughout Grand Forks.	Rebabilitation	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	NNDOT	2024	Grand Forks District	Various		Signing	Safety	HES	\$414,000	\$331,200	\$83,000				

2024 Grand Forks-East Grand Forks MPO Projects

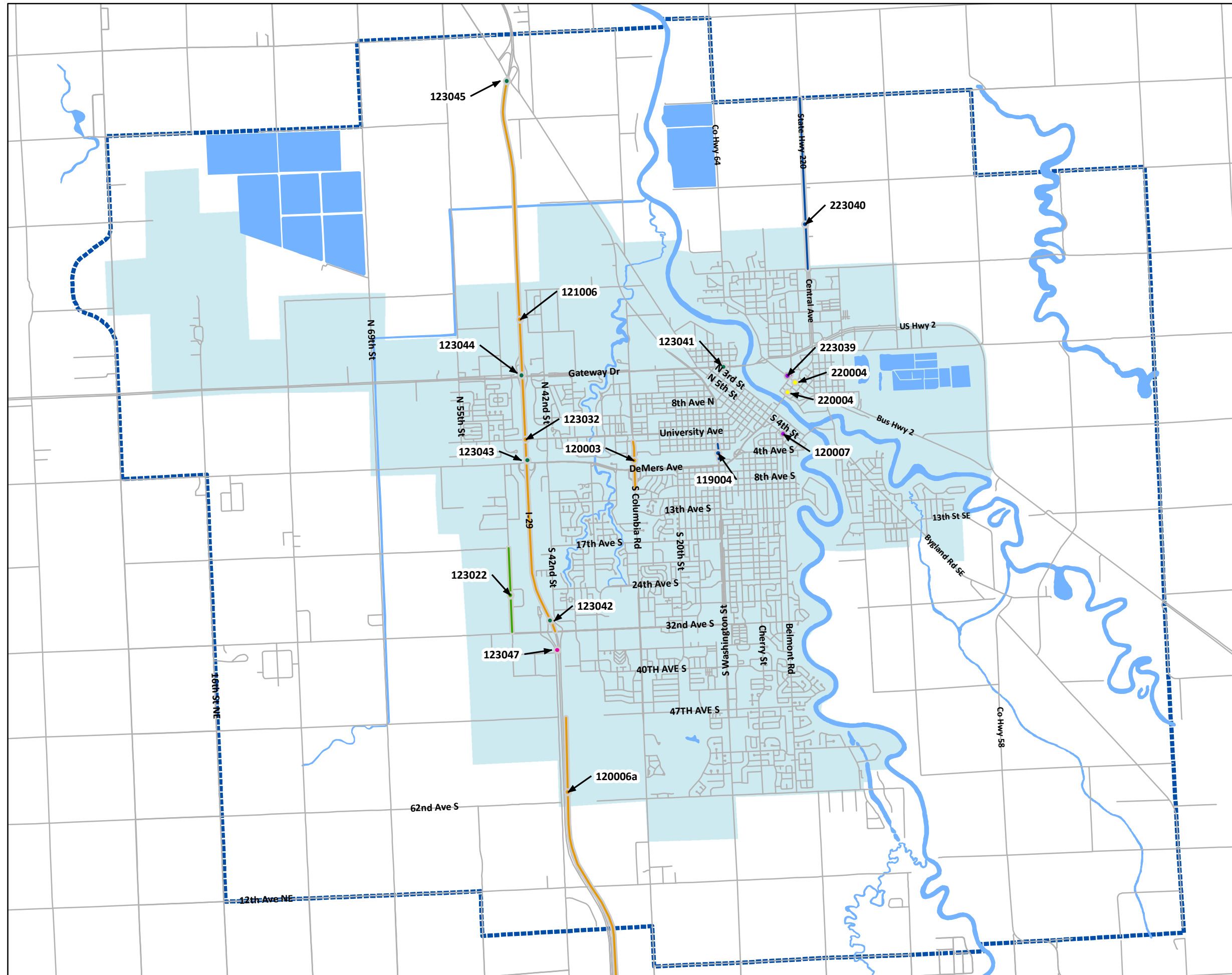
MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
119004	22167	NDDOT	2024	N Washington St	5th Ave S	1st Ave N	Roadway Reconstruction & 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, Approch 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				
City of Grand Forks																
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	

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
123022	23912	City of Grand Forks	2024	S 48th St	17th Ave S	32nd Ave S	Convert exsisting gravel path to concrete shared-use path.	Bike/Ped	TAU	\$1,220,000	\$637,308				\$582,692	
MnDOT																
220004	6001-68	MnDOT	2024	DeMers Ave (US-2B)	2nd St NW & 4th St NW		**PRS**: US 2B, IN EAST GRAND FORKS, AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS	Signal Replacement	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	**CHAP 3**AC**: MN 220 FROM CSAH 19 (EAST GRAND FORKS) TO 0.3 MI S JCT CSAH 22, GRADING AND CONCRETE PAVEMENT AND INSTALL MOMENT SLAB FOR GUARDRAIL OVER BOX CULVERT BR 95119 (AC PROJECT, PAYBACK IN 2036)	Reconstruction	STBGP	\$19,000,000	\$15,469,800		\$3,530,200			
City of East Grand Forks																
223039	119-090-007	City of East Grand Forks	2024	5th Ave NW			**CRP**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	
Totals										\$69,375,929	\$52,362,728	\$3,837,291	\$3,595,230	\$491,270	\$6,296,117	\$982,504

FIGURE 3-2: 2024 PROJECTS MAP

2024 Transportation Improvement Projects



Type of Work

- Rehabilitation
- Safety
- Lighting
- Signal Replacement
- Bike/ Ped
- Construction
- Reconstruction
- Bridge
- ⬡ MPO Planning Area
- ⬢ Adjusted Urban Area



0 1 2 Miles



2025 PROJECT LISTING

2025 Grand Forks-East Grand Forks MPO Projects

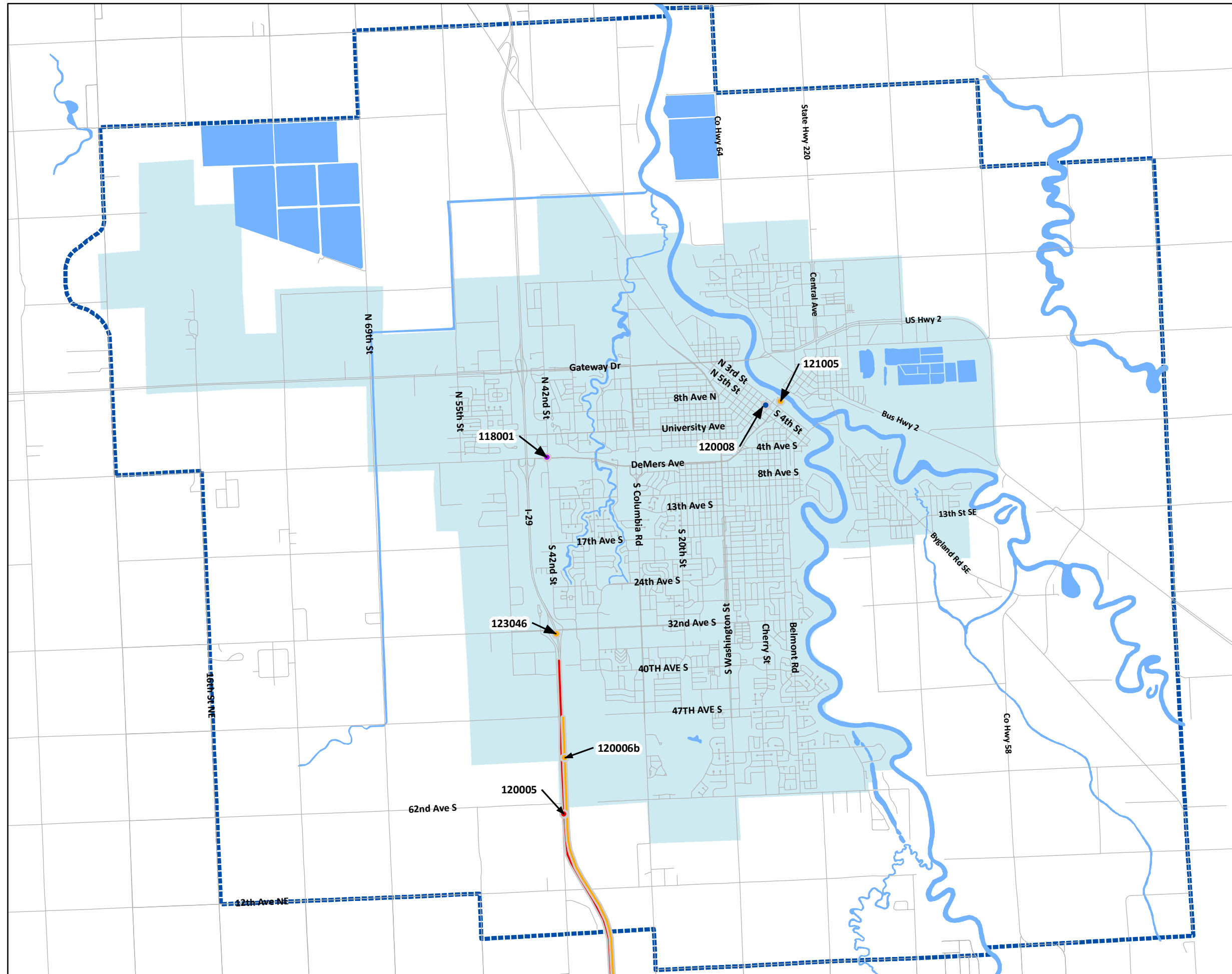
MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
Grand Forks Transit																
121001		CAT-Grand Forks	2025	City of Grand 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	
East Grand Forks Transit																
221001	TRF-0018-25B	East Grand Forks	2025	East Grand Forks			SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	Transit Operations	FTA 5307	\$603,830	\$131,130			\$330,573	\$142,127	
221002	TRF-0018-25A	East Grand Forks	2025	East Grand Forks			EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	Paratransit Operations	SF	\$156,380				\$129,736	\$26,644	
NDDOT																
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, Northbound	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					
City of Grand Forks																	
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	
City of East Grand Forks																	
223041		City of East Grand Forks	2025	TBD			**CRP**2025 SET ASIDE		CRP	\$25,000	\$20,000					\$5,000	
Total										\$68,124,779	\$40,098,783	\$12,586,454		\$460,309	\$11,932,177	\$2,507,066	

FIGURE 3-3: 2025 PROJECTS MAP

2025 Transportation Improvement Projects



Type of Work

- Safety
- Reconstruction
- Rehabilitation
- Construction
- ⬢ MPO Planning Area
- + Adjusted Urban Area



0 1 2 Miles



2026 PROJECTS LISTING

2026 Grand Forks-East Grand Forks MPO Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
Grand Forks Transit																
122001		CAT-Grand Forks	2026	Grand Forks			Operating for Grand Forks transit service. Will operate 6 days a week for an average of 62.5 hours of revenue service daily.	Transit Operations	FTA 5307	\$3,859,135	\$1,350,227	\$293,151			\$1,183,514	\$1,032,243
122002		CAT-Grand Forks	2026	Grand Forks			Capital Purchase/Replacement of safety and/or security hardware and software.	Transit Capital	FTA 5307	\$21,240	\$17,700				\$3,540	
123013		CAT-Grand Forks	2026	Grand Forks			Mobility Manager Position	Transit Capital	FTA 5310	\$89,095	\$71,276				\$17,819	
123009		CAT-Grand Forks	2026	Grand Forks			Replace Four (4) DAR Vans	Transit Capital	FTA 5310	\$68,450	\$58,182				\$10,268	
East Grand Forks Transit																
222001	TRF-0018-26B	East Grand Forks	2026	East Grand Forks			SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	Transit Operations	FTA 5307	\$621,945	\$135,000			\$340,533	\$146,412	
222002	TRF-0018-26A	East Grand Forks	2026	East Grand Forks			EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	Paratransit Operations	SF	\$161,070				\$133,627	\$27,443	
NDDOT																
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				
City of Grand Forks																
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	
Grand Forks County																
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	
City of East Grand Forks																
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	

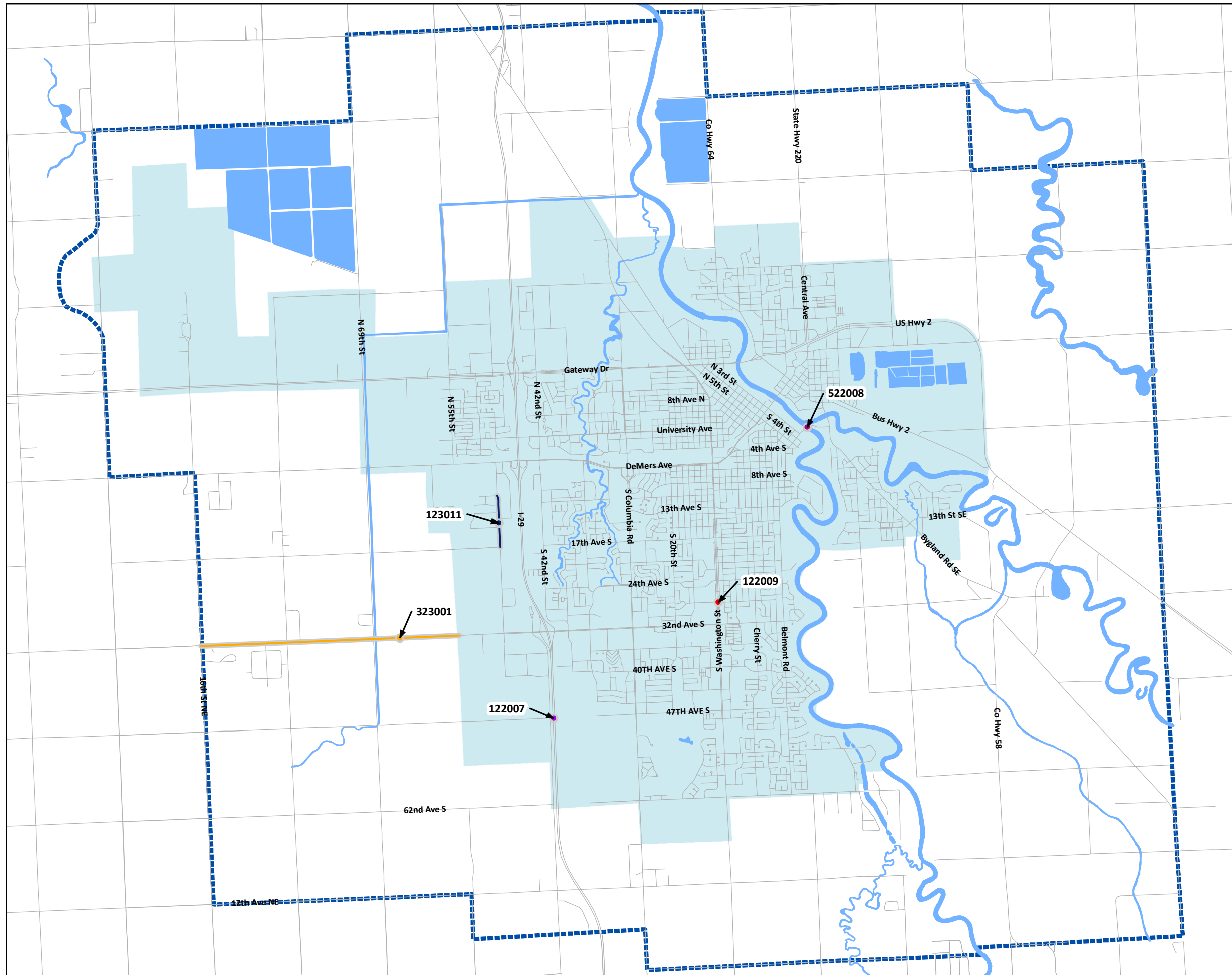
Totals										\$65,774,935	\$50,183,385	\$6,007,101		\$474,160	\$8,077,946	\$1,032,243
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FIGURE 3-4: 2026 PROJECTS MAP

2026 Transportation Improvement Projects

Type of Work

- Safety
- Rehabilitation/ Bridge Repair
- Rehabilitation
- Reconstruction
- Construction
- ⬢ MPO Planning Area
- + Adjusted Urban Area



0 1 2 Miles



2027 PROJECTS LISTING

2027 Grand Forks-East Grand Forks MPO Projects

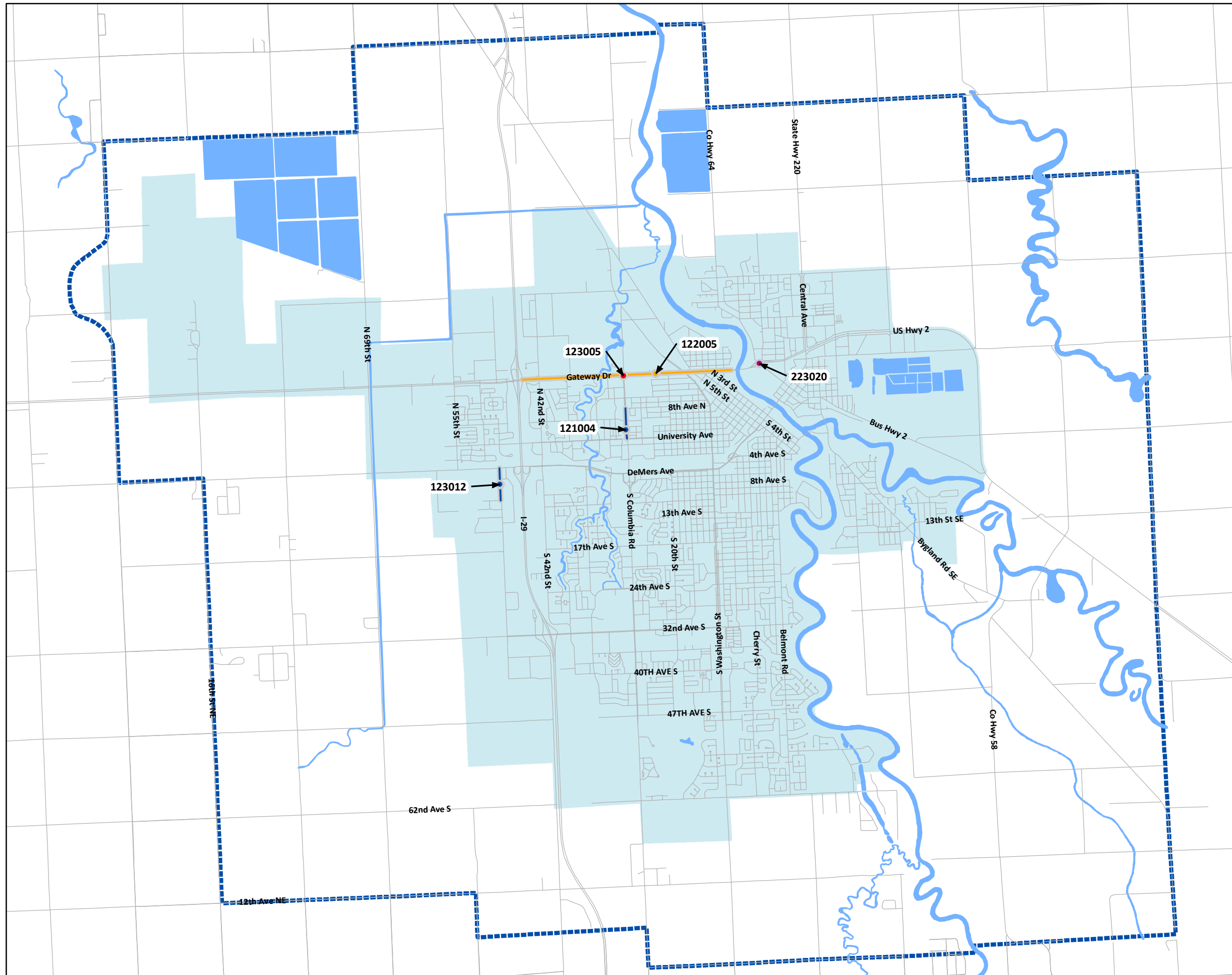
MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Project Limits		Description	Type of Work	Federal Program Source	Total Cost	Federal	State			Local	
					From	To						ND	MN- TH	MN-Other	General Fund	Other
Grand Forks Transit																
123001		CAT-Grand Forks	2027	Grand Forks			Operating for Grand Forks transit service. Will operate 6 days a week for an average of 62.5 hours of revenue service daily.	Transit Operation	FTA 5307	\$3,941,534	\$1,377,232	\$293,151			\$1,213,102	\$1,058,049
123002		CAT-Grand Forks	2027	Grand Forks			Capital Purchase/Replacement of safety and/or security hardware and software.	Transit Capital	FTA 5307	\$21,452	\$17,877				\$3,575	
123014		CAT-Grand Forks	2027	Grand Forks			Mobility Manager Position	Transit Capital	FTA 5310	\$91,767	\$73,413				\$18,354	
East Grand Forks Transit																
223001	TRF-0018-27A	East Grand Forks	2027	East Grand Forks			SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	Transit Operations	FTA 5307	\$646,823	\$135,800			\$340,682	\$170,341	
223002	TRF-0018-27B	East Grand Forks	2027	East Grand Forks			EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	Paratransit Operations	SF	\$167,913				\$142,726	\$25,187	
222003	TRS-0018-27A	East Grand Forks	2027	East Grand Forks			CITY OF EAST GRAND FORKS PURCHASE ONE(1) CLASS 400 LF REPLACEMENT GAS BUS	Transit Capital	STBGP	\$320,000	\$256,000			\$32,000	\$32,000	
City of Grand Forks																
123005		City of Grand Forks	2027	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	Reconsruction	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/ 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	
Totals										\$29,478,489	\$20,652,122	\$1,182,551	\$1,114,800	\$515,408	\$4,955,559	\$1,058,049

FIGURE 3-5: 2027 PROJECTS MAP

2027 Transportation Improvement Projects



Type of Work

- Rehabilitation
- Reconstruction
- Bridge Replacement
- Safety
- ⬢ MPO Planning Area
- + Adjusted Urban Area



0 1 2 Miles



LUMP SUM PROJECTS

The Forks MPO and NDDOT include the following tables and associated project phase lump sums to make federal funding authorization more efficient. The lump sum projects apply only to the North Dakota part of the Forks MPO area, because NDDOT and MnDOT operate in different ways. For example, NDDOT will use federal funds for Preliminary Engineering (PE), Right-Of-Way (ROW), and Utilities, whereas MnDOT uses federal funds less often for those project phases. Lump sum projects are shown for all North Dakota projects within the Forks MPO. Projects are included in the tables below for project phase authorization. The lump sum projects are subject to normal TIP modification procedures as identified in Appendix C.

TABLE 3-1: LUMP SUM TABLES BY YEAR

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

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

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

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

4 | COMMUNITY IMPACT ASSESSMENT

In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low-income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low-income populations. While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects negatively affect the health or environments of minority or low-income populations.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Figure 4-1 on page 74 identifies the high-concentration areas of minority and low-income populations in the MPA and shows their location relative to the projects that are listed in this TIP.

By incorporating these principles into the transportation planning process, the MPO will be able to make better transportation decisions to meet the needs of all people, improve the public involvement process, and improve data collection and monitoring, all of which lead to better design of transportation facilities that fit more harmoniously into communities. The MPO's Environmental Justice Manual details its approach towards fulfilling this Order:

https://www.theforksmmpo.org/UserFiles/Servers/Server_16222865/Image/Public%20Participation/Forks EJfinal2019.pdf

For the purposes of the EJ analysis in the TIP, the MPO identifies the relationships that exist between projects and minority or low-income populations. Figure 4-1 displays the locations of the 2024-2027 TIP projects and their relationship to metropolitan populations (census block groups) that have been identified as EJ. A situation of particular concern would be a grouping of projects in or around EJ populations, or a particular EJ population being impacted in more than one year, which may be an indication of disproportionately adverse health or environmental effects on that neighborhood.

Overall, the TIP projects for 2024-2027 appear to be well dispersed and spread throughout the metropolitan area. Further, no one year has too many projects within or around a particular EJ population. Thus, any impacts resulting from the implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

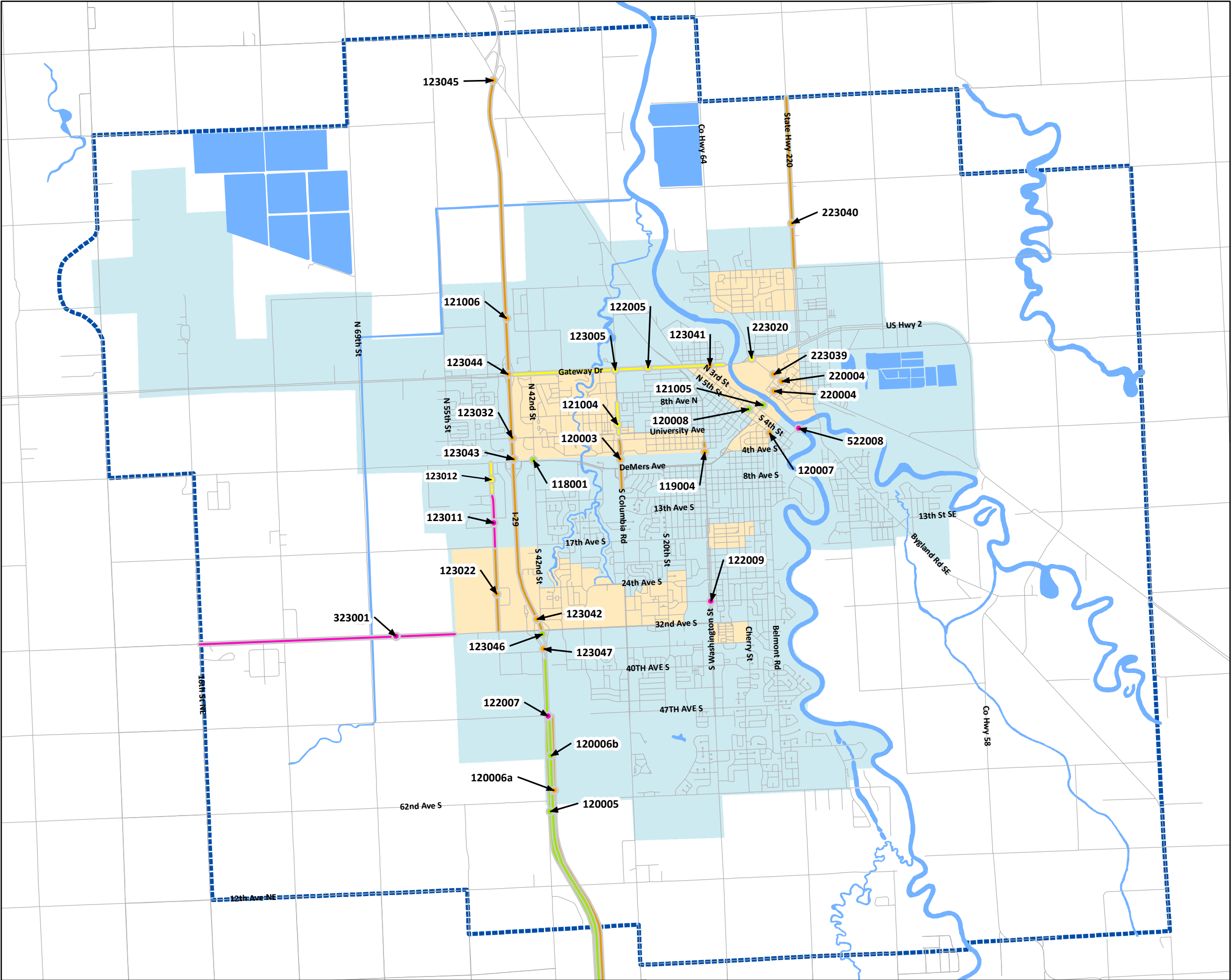
It should be noted here that most TIP projects are construction projects, which do have “negative” impacts to the nearby area during the time of construction, such as increased congestion, delays, detours, noise, or dust. Projects programmed in the TIP are at a very early stage of development. After TIP approval, projects proceed through a preliminary engineering design and an environmental review process. During these processes, a much more informed analysis of any EJ impacts is identified and mitigated, if necessary.

There are example projects in the 2024-2027 TIP that either border or are partially within an identified EJ neighborhood. The projects are:

- Project 121004 and 120003 involves reconstruction and rehabilitating one of the main corridors connecting an EJ neighborhood to medical and general commercial areas of the metropolitan area, providing benefit to the EJ neighborhood.
- Project 220004 involves safety improvements at traffic signals and ADA improvements.
- Projects involving transit generally will benefit the EJ neighborhood by continuing operations and maintaining state of good repair on capital assets.
- Project 1200008 will benefit the EJ neighborhood by reconstructing the street and enhancing the multi-modal facilities of the N. 4th St.
- Project 120007 involves the construction of a roundabout in an EJ neighborhood. This will provide safer pedestrian crossings and lower crash possibility.

FIGURE 4-1: PROJECT LOCATIONS IN RELATION TO LOW INCOME & MINORITY POPULATIONS

2024- 2027 Transportation Improvement Program



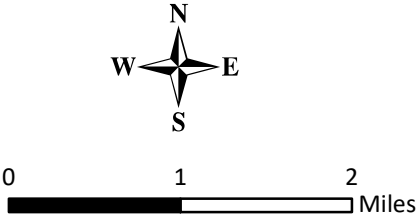
Project Year

- 2024
- 2025
- 2026
- 2027

MPO Planning Area

Adjusted Urban Area

Environmental Justice Area



5 | FINANCIAL PLAN & FISCAL CONSTRAINT

As the federally designated MPO for the metropolitan area, the Forks MPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.326(j), the Forks MPO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the Forks MPO has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area to determine what levels of revenue can be reasonably expected over the TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent year-of-expenditure.

FUNDING LEVELS & FISCAL CONSTRAINT ANALYSIS

The reference to the specific federal programs earlier, other than HSIP and transit, are rarely used in the TIP. Each state repackages these federal funding sources into state named programs. The funding that is available is different enough between the two communities that the following section is included to better inform what those differences are.

MINNESOTA

HIGHWAY FUNDING

Partnering agencies, through the MPO, continue to work with the MnDOT District 2 through the designated Area-wide Transportation Partnership (ATP) to develop the list of transportation capital and operating assistance projects. Minnesota policy is to allow federal highway funds to pay for construction costs only, with a few exceptions. Right of way costs, utility relocation, design engineering, or construction engineering typically are not eligible under Minnesota policy even though they are eligible under federal policy. Polk County typically does not engage in the Forks MPO TIP. Most of this section describes the City of East Grand Forks information. Local funding for East Grand Forks projects has been assured by the City Administrator's Office.

In District 2 ATP (Northwestern Minnesota), federal funding for street and highway improvements for cities over 5,000 (and for various other partnership members: MnDOT, counties, tribal councils, and forest service) is distributed according to targeted-funding amounts established by the ATP. Each ATP, in turn, receives a total target amount as determined by MnDOT central office. Similarly, MnDOT districts receive funding through each ATP with its partnership determining its own process for distributing transportation funding. Specifics about the District 2 ATP can be found here:

<https://www.dot.state.mn.us/d2/atp/docs/policy.pdf>

The District 2 ATP has developed a process to distribute sub-targeted federal funding amounts to its partnership members. Sub-committees representing the various recipient groups determine how the sub-targeted amounts are distributed. For large urban areas, federal funding is rotated each year among the cities: East Grand Forks, Thief River Falls, Crookston, and Bemidji. East Grand Forks is scheduled to receive federal funding in 2026 for City Sub-Target allocations.

The City of East Grand Forks utilizes gas tax revenues received from the State of Minnesota to fund the bulk of its transportation improvements, and to supplement local property taxes for roadway maintenance. Each year approximately \$350,000 is received for capital items. These funds may be directly used, combined with another source, or used to make bond payments to extend the revenue source. East Grand Forks uses State Aid for maintenance only as needed. Any unspent monies are left to accumulate to fund capital improvements. To extend its revenues for transportation improvements, special assessments may be used in combination with federal and state revenues.

Programming of capital items is based on a 5-year capital improvements program. This provides the City of East Grand Forks with a long-range view of capital needs. However, on an annual basis, the City of East Grand Forks compares anticipated revenues with current, future, and past commitments to determine whether sufficient funding is available for new projects. Adjustments may be made based on fluctuations in revenue, additional capital requests, or changes in the costs of programmed capital improvements.

BIKEWAY FUNDING

Bikeway improvements are funded with ATP STBGP set-aside (Transportation Alternative Program) funds. The ATP has a competitive process for the region for sub-target amounts around \$400,000 per year. East Grand Forks has been successful in obtaining funds from this program in the past. Typically, local match funds are provided through the state aid account.

TRANSIT FUNDING

Funding for the East Grand Forks City Bus is provided from 4 sources: Urbanized Area Formula Program - Section #5307 Operating Assistance, Minnesota State Aid, farebox revenues, and local funding from the City's General Fund. East Grand Forks also uses a smaller portion of its #5307 funds towards capital purchases. More recently, the State of Minnesota has been providing state revenues towards both operations and capital purchases. East Grand Forks, via this state assistance, has expanded the operation to be more like that provided in Grand Forks.

Minnesota transit funding is based on a formula, which provides a proportion of the total operating costs. Adjustments are made on an annual basis to determine the percentages of each type of funding anticipated.

NORTH DAKOTA

The partnering agencies, through the MPO, continues to work with the North Dakota Department of Transportation's Central Office and its Grand Forks District Office. Federal highway funds in North Dakota can pay for activities beyond just construction, which is different than Minnesota. In North Dakota, the activities of right of way purchase, utility relocation, preliminary engineering, or construction engineering are not connected to individual projects; rather, they are group as TIP project listings. Grand Forks typically does not use federal funds towards these activities, especially for preliminary engineering. Grand Forks County rarely participates in the Forks MPO TIP process. NDDOT has re-packaged the federal funding programs into the following:

HIGHWAY FUNDING

Urban Roads Program (URP): The North Dakota URP consists of all roadways not on the Interstate or Regional System which are classified as collectors and above. The URP is funded with Surface Transportation Program (STBGP) apportioned to NDDOT, plus additional funds from the NHPP and CMAQ programs.

Regional Roads Program (RRP): The RRP encompasses the state jurisdictional highways in the urban areas. The RRP is funded with 50% of STBGP available to NDDOT, plus additional funds from the NHPP and CMAQ programs. The System is further divided into two categories. These include the Primary Regional System and the Secondary Regional System.

Grand Forks annually compares the total amount of requests with anticipated revenues in addition to considering long-term commitments. Capital programming is for six years. Should requests and/or existing commitments for the first year exceed anticipated revenues, alternative funding sources are programmed, or the project is moved back to a later program year.

Grand Forks utilizes several different funding sources to finance its transportation improvements and maintenance programs. Gasoline taxes are typically used in North Dakota, and in Grand Forks are designated as the Highway User's Program. The Highway User's Program is used for street maintenance, rehabilitation, and new construction. Highway User's Program funds are supplemented with other funding sources including sales taxes, special assessments, and, to a lessening extent, the City Share Fund. Funding may be used directly or to bond to extend the funding revenues.

In 1987, Grand Forks initiated a 1% sales tax. Sales tax distributions are divided among three areas: property tax reduction; capital improvements; and economic development. In 2017, the citizens of Grand Forks voted to impose an additional 0.5% sales tax. The estimated revenue targeted for streets is approximately \$3Million per year. The new tax has a sunset in 2037; 20 years of collection.

SAFETY FUNDING

Highway Safety Improvement Program (HSIP) provides the primary federal funding towards safety projects. The purpose of these funds is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

BIKEWAY FUNDING

Bikeway improvements are funded with ATP STBGP set-aside (Transportation Alternative Program) funds. Local match for bikeway improvements is funded with sale tax money. The City of Grand Forks uses sale tax to fund both bikeway maintenance and projects. Bikeway maintenance includes the reconstruction of portions of the bikeway, which have deteriorated. New construction is funded either entirely with sales tax or to match other funds such as Entitlement monies. Each year bikeway maintenance is increased to keep up with rising construction and maintenance costs.

TRANSIT FUNDING

In Grand Forks transit funding is provided from four sources: Urbanized Area Formula Program - Section 5307 Operating Assistance, North Dakota transit assistance, local funding from dedicated property tax revenue mill levies for fixed-route (4 mills), and Dial-A-Ride (1 mill) services and fare box revenues.

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities is also used. NDDOT receives an annual apportionment in Section 5310 formula funds for use in urbanized areas between 50,000 and 199,000 in population. In the TIP, these funds are used towards funding the Mobility Manager position and for demand response vehicles.

Section 5339 Bus and Bus Related Facilities provide additional federal funding towards transit capital projects. This has been the primary federal funding source for the purchase of replacement vehicles to keep the transit system in a state of good repair.

FINANCIAL PLAN

The MPO accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the Metropolitan area. The MPO is required under federal legislation to develop a financial plan that considers federally funded projects. The TIP is fiscally constrained for each year, and the federal-and state-funded projects in the document can be implemented using current and proposed revenue sources based on estimates provided by local jurisdictions. The total revenues and expenditures programmed in this four-year TIP is a total investment of \$229 million.

Funding and programming summaries of funding sources are shown in Table 5-1 and anticipated revenues and expenditures of local funds are shown in Table 5-2.

TABLE 5-1: FUNDING & PROGRAMMING SUMMARIES 2024-2027

2024- 2027 Funding Sources						
Total	Federal	State- ND	State- MN (TH)	State- MN (Other)	Local	Local- Other
\$229,109,528	\$155,861,322	\$22,842,821	\$4,791,782	\$1,941,147	\$31,704,142	\$5,579,802

The individual project listing shows the actual project cost and funding splits. Most federal transportation programs do not pay 100% of the cost towards projects; typically, a match of at least 20% of the costs is from state or local funds. The individual project listings identify the source of funds towards the 100% cost estimate. Noth Dakota state funds only come from one source. Minnesota has multiple sources of state funds. Most state funds for road projects come from the Trunk Highway Fund. Minnesota has other sources like the vehicle sales tax that can go to road or transit projects. Local funds generally come from City or County general funds. Cities Area Transit/Grand Forks has used other to show the money that East Grand Forks pays for transit service. This category also allows for partnering agencies to be included, like BNSF Railroad.

TABLE 5-2: MPO AREA FINANCES BY YEAR

MPO Area Funding Sources 2024-2027									
		2024		2025		2026		2027	
		Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures
Transit	Operations	\$4,427,323	\$4,427,323	\$4,525,209	\$4,525,209	\$4,642,150	\$4,642,150	\$4,756,270	\$4,756,270
	Capital	\$600,253	\$600,253	\$1,232,530	\$1,232,530	\$178,785	\$178,785	\$433,219	\$433,219
Street	Construction	\$50,640,749	\$50,640,749	\$72,636,040	\$72,636,040	\$70,598,000	\$70,598,000	\$14,439,000	\$14,439,000
	R.O.W	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	P.E.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$55,668,325	\$55,668,325	\$78,393,779	\$78,393,779	\$75,418,935	\$75,418,935	\$19,628,489	\$19,628,489

Cities Area Transit/Grand Forks and East Grand Forks Transit each have a balance of unobligated FTA 5307 funds that are available for obligation during the federal fiscal year for which they were apportioned plus five additional years. For example, funds appropriated in fiscal year 2019 are available until September 30, 2024. Any funds remaining unobligated at the end of the period of availability are added to the next year's program apportionment.

It is very rare that any FHWA funds are unobligated within the TIP year they are appropriated. Towards the end of FHWA federal fiscal year, a redistribution of funds is done at a national scale to entice spending the FHWA funds the year they were appropriated. While redistribution does occur, it is also very rare that the TIP reflects any of these redistributed funds.

YEAR OF EXPENDITURE

To give the public a clear picture of what can be expected (in terms of project cost) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs have been inflated to a level that corresponds to the expected year of project delivery this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. Both NDDOT and MnDOT pre-inflate projects by 4% for highway projects and 3 % for transit projects. Projects are inflated to YOE dollars prior to being included in the TIP. This fulfills the federal requirement to inflate project total to YOE and relieves the MPO of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

OPERATIONS AND MAINTENANCE (O&M)

Since 2005, MPOs are required to consider operations and maintenance (O&M) of transportation systems, as part of fiscal constraint. The FAST Act reinforces the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP.

Operation and maintenance of the transportation system entails the routine, daily services and repair needed to allow the use of the system. Items such as snow removal, sealing cracks, small pothole repair are examples. For purposes of transportation operations and maintenance (O&M), the financial summary shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways. Federal-aid

highways are essentially the streets within the metro area that are functionally classified. A very small percentage of the total street system needs to be included in these O&M financial summaries.

Within each City, agreements are in place with the respective State DOT and City for the responsibility of O&M issues in their respective City. The one significant exception to this is the mileage of the Interstate System in Grand Forks; that remains the responsibility of NDDOT. Since the TIP covers the MPO Study Area versus just the city limits of both Grand Forks and East Grand Forks, this O&M summary must include information from both State Departments of Transportation. The basic method to calculate the O&M revenues and costs was to determine the pro rata share of federal aid system miles compared to the total miles within the respective area.

O&M revenues and costs are identified separately from capital costs to demonstrate that operation and maintenance costs of the existing and planned system are identified over the life of the TIP and STIP. O&M costs are typically those costs related to maintaining and operating a facility once it is completed and open to traffic.

EAST GRAND FORKS, MINNESOTA

The City of East Grand Forks has a total of approximately 78 centerline miles of streets within its city limits. Of these, approximately 7.5 miles are part of the Minnesota State Highway System. Therefore, roughly 10% of the miles are to be reported.

Due to the previously mentioned agreements in place, the financial information for the O&M comes from the City Budget. The City's Public Works Department is the responsible local unit charged with the street system. The percentage of federal aid streets was used as the method to calculate the O&M information for this TIP. This information is shown in Table 5-3.

The revenue sources are basically from two funds: general fund and fees. The two biggest sources for the general fund come from property taxes and state aid. The two biggest fees are from the water and light and from snow removal.

STATE OF MINNESOTA

MnDOT District #2 covers the northwestern corner of Minnesota, which includes the MPO Planning Area. The District has a total of approximately 3887 lane miles of streets within its boundary. Of these, approximately 51 miles are within the MPO Planning Area. Therefore, roughly 1.3% of the miles are to be reported.

The financial information for the O&M comes from the Budget. The percentage of federal aid streets was used as the method to calculate the O&M information for this TIP. This information is shown in Table 5-3. The revenue sources are from the Minnesota Highway User Tax Distribution Fund.

GRAND FORKS, NORTH DAKOTA

The City of Grand Forks has a total of approximately 235 centerline miles of streets within its city limits. Of these, approximately 22.5 miles are part of the North Dakota State Highway System. Therefore, roughly 10% of the miles are to be reported.

Due to the previously mentioned agreements in place, the financial information for the O&M comes from the City Budget. The City's Public Works Department – Street Division is the responsible local unit

charged with the street system. The percentage of federal aid streets was used as the method to calculate the O&M information for this TIP. This information is shown in Table 5-3.

The revenue sources are basically from two funds: property taxes and gas tax. Property taxes are the general mill levy that the City places on all taxable property in the City to generate revenue for City services; a portion of these revenues are to fund the services of the Street Division. The gas tax is levied by the State of North Dakota and distributed to local jurisdictions by formula. The City generally funds 25% of the Street Division's budget from its formula receipt state gas tax.

STATE OF NORTH DAKOTA

NDDOT Grand Forks District covers the northeastern corner of North Dakota, which includes the MPO Planning Area. The District has a total of approximately 1,831 lane miles of highway within its boundary. Of these, approximately 66 miles are within the MPO Planning Area. Therefore, roughly 3.33% of the miles are to be reported.

The financial information for the O&M comes from the Budget. The percentage of federal aid highways was used as the method to calculate the O&M information for this TIP. This information is shown in Table 5-3. The revenue sources are from the state highway tax distribution fund and other state revenue sources as available.

TABLE 5-3: OPERATIONS & MAINTENANCE FINANCIAL PLAN FOR FEDERAL AID SYSTEM

Operations & Maintenance Financial Plan for Federal Aid System									
		2024		2025		2026		2027	
		Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures	Revenues	Expenditures
MN Federal Aid System	MnDOT	\$293,237	\$293,237	\$302,034	\$302,034	\$311,095	\$311,095	\$320,428	\$320,428
	East Grand Forks	\$239,140	\$239,140	\$246,314	\$246,314	\$253,704	\$253,704	\$261,315	\$261,315
ND Federal Aid System	NDDOT	\$614,088	\$614,088	\$632,511	\$632,511	\$651,486	\$651,486	\$671,031	\$671,031
	Grand Forks	\$640,709	\$640,709	\$659,930	\$659,930	\$679,728	\$679,728	\$700,120	\$700,120

CORONAVIRUS PANDEMIC RELIEF FUNDS

Some of the following federal funding sources may not be required to be delineated in the TIP however, the Forks MPO will include federal funding sources in the TIP as required by each specific federal law. For those funds not required to be in the TIP, the Forks MPO has included as much detail as possible in the TIP for informational purposes.

THE CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY (CARES) ACT

The CARES Act is a \$2.2 trillion economic stimulus bill passed by the 116th U.S. Congress and signed into law on March 27, 2020, in response to the economic fallout of the COVID-19 pandemic in the United States. The CARES Act provides emergency assistance and health care response for individuals, families, and businesses affected by the COVID-19 pandemic.

The CARES Act allocated \$25 billion to FTA recipients of urbanized area (Section 5307) and rural area (Section 5311) formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding is provided at 100-percent federal share, with no local match requirement and is available to support capital, operating, and other expenses generally eligible under said programs to prevent, prepare for, and respond to COVID-19.

East Grand Forks Transit received an apportionment of \$527,329 and Grand Forks Transit received an apportionment of \$3,372,110 in FY 2020 FTA 5307 Urbanized Area Formula funds as allocated through the CARES Act. The two transit operators can use FTA 5307 CARES Act funding for expenses traditionally eligible under Section 5307. East Grand Forks has spent all these funds. Grand Forks will have them spent by the end of the year.

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021 (CRRSAA)

The CRRSAA is a \$900 billion economic stimulus bill passed by the 116th U.S. Congress and signed into law on December 27, 2020, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The CRRSAA provided supplemental appropriations for COVID-19 relief.

The CRRSAA allocated \$14 billion to FTA recipients of urbanized area (Section 5307), rural area (Section 5311), and enhanced mobility funds (Section 5310), with \$13.26 billion to large and small urban areas, \$678.2 million for rural areas and tribes, and \$50 million for enhanced mobility of seniors and individuals with disabilities. Funding is provided at 100-percent federal share, with no local match requirement and is available to support expenses eligible under the relevant program. CRRSAA direction is to prioritize payroll and operational needs.

Although the State of Minnesota received an apportionment of FY 2021 FTA 5307 Urbanized Area Formula Funds, the State of North Dakota and therefore Grand Forks Transit, did not receive an apportionment of FY 2021 FTA 5307 Urbanized Area Formula funds through CRRSAA. Minnesota received an apportionment of \$120,611 and North Dakota received an apportionment of \$74,762 FY 2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population.

The CRRSAA also allocated \$10 billion to FHWA for Highway Infrastructure Programs (HIP). Funding is provided at 100-percent federal share, with no local match requirement and is available for expenses typically eligible under the STBGP.

In North Dakota, a portion of CRRSAA funding was allocated based upon the existing urban roads distribution formula. Grand Forks received an apportionment of \$479,650 FY 2021 CRRSAA funds. Minnesota also received CRRSAA funding for HIP however, there is no estimate as to what appropriation level local jurisdictions may receive. CRRSAA funds apportioned are available for obligation until September 30, 2024, or through FY 2024.

AMERICAN RESCUE PLAN ACT OF 2021 (ARP)

The ARP is a \$1.9 trillion economic stimulus bill passed by the 117th U.S. Congress and signed into law on March 11, 2021, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The ARP includes supplemental appropriations allocated to support COVID-19 relief.

The ARP allocated \$30.5 billion to FTA recipients of urbanized (Section 5307)/rural area and tribal governments (Section 5311) formulas (\$26.6 billion), areas hit hardest by the COVID-19 pandemic (\$2.2 billion), Capital Investment Grants (CIG) Program (\$1.675 billion), enhanced mobility of seniors and individuals with disabilities (Section 5310) formula program (\$50 million), competitive planning grants (\$25 million), and competitive tribal grants (\$5 million). Funding is provided at 100-percent federal share, with no local match requirement and is available to support expenses generally eligible under said programs to continue recovering from the COVID-19 pandemic.

East Grand Forks Transit received an apportionment of \$110,594 and Grand Forks Transit received an apportionment of \$704,034 in FY 2021 FTA 5307 Urbanized Area Formula funds as allocated through the ARP. Minnesota received an apportionment of \$120,613 and North Dakota received an apportionment of \$74,763 FY 2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population. Grand Forks has spent all these funds and East Grand Forks will have spent them by the end of the year.

6 | PUBLIC ENGAGEMENT

The Forks MPO is committed to being a responsive and participatory agency for regional decision-making. Every year, the public is given a continuous opportunity to view all TIP related materials on the Forks MPO website and provide comments via phone and/or email. Prior to project solicitation, the Forks MPO encourages eligible jurisdictions to submit projects that have had or will have some level of public input. This information then becomes part of the criteria used to prioritize TIP project submittals.

The Forks MPO annually reaffirms its dedication to transparency and outreach in the TIP process and evaluates its public involvement efforts every year. From year to year, some of the outreach activities chosen may be more proactive or more targeted than in other years, based on the projects that are being programmed. However, the core objectives remain the same: transparency, public awareness, and open access to the planning process for all those who are interested.

2024-2027 TIP PUBLIC PARTICIPATION SUMMARY

Each year, during the preparation of the TIP, the Forks MPO begins the TIP preparation process by soliciting transportation projects from the Cities of Grand Forks and East Grand Forks; Grand Forks and Polk Counties; the North Dakota and Minnesota Departments of Transportation; and other transportation agencies and providers by written notification.

The two local transit operators and the Forks MPO have agreed, as allowed by FTA, to have the required Transit Program of Projects (P.O.P) be incorporated into the Forks MPO TIP. Therefore, no separate P.O.P. document is published. The public notices clearly indicated that the P.O.P. is included in the TIP. Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the P.O.P. requirements.

Public meetings were held at various times and dates to invite the public to nominate projects for consideration for funding. Because each state has developed separate timelines for project submission, project nomination meetings begin as early as September 2022, and continue through January 2023. During this time, public meetings are announced and held to allow the public to comment upon the list of projects being submitted for funding consideration.

In December 2022, a public meeting was conducted to allow the public to comment upon the list of projects being proposed for the traditional street & highway and transit funds. This meeting concluded with the MPO approving a list of projects to be submitted to MnDOT for consideration of funding. The Forks MPO also approved the listed projects as being consistent with the Forks MPO's MTP.

In February 2023, NDDOT solicited for applications for the Urban Grant Program with a due date of March 17th. The City of Grand Forks had one project application that they had their City Council approve in November 2022. Since the City had one project and the timeline was short, the Forks MPO approved the project as being consistent with the Forks MPO's MTP.

In March 2023, NDDOT solicited for applications for the Urban Regional program and the Urban Roads program with the due date of March 31st. The City of Grand Forks had several projects for these programs that they had approved in November 2022. Since the City already had their applications and

the timeline was so short, the Forks MPO approved the applications in priority order as being consistent with the Forks MPO's MTP.

A public hearing was held on May 10, 2023, during a Forks MPO TAC meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2024-2027 for the Forks MPO. After closing the hearing, at which no comments were received, the project listings were approved by the MPO Executive Committee on May 17, 2023.

The final public hearing was held on August 9, 2023, for consideration of a draft final TIP by the MPO TAC. Zero public comments were received and the MPO Board approved and adopted the document on August 16, 2023. Each hearing notice was placed in a non-legal section, in a two-column advertisement format, with a minimum 10-day advance printing prior to the hearing. A copy of the notice is attached in Appendix A. In addition, both the draft TIP document and the final TIP documents were posted on the MPO website prior to the public hearing dates. A copy of the website showing the final TIP document's availability is in Appendix A.

The Forks MPO sent out an email through our Constant Contact email list to inform those contacts that the draft and final draft TIPs were available for review and comment. Lastly, the MPO posted on its Facebook page that these draft and final drafts were available for public comment.

The public comments contained in this chapter are from email correspondence and comments obtained from the final public hearing. All comments obtained from the public can be found in Appendix A of this document.

7 | ANNUAL LISTING OF OBLIGATED PROJECTS

Per Federal regulations, the TIP is intended to serve in part as a management tool for monitoring progress in implementing the transportation plan. To serve that role, a list of projects from the previous TIP is required to include reports on the status of those projects.

The status of the projects programmed in the previous TIP have been updated with this TIP. Projects programmed for FY 2023 are presently being constructed and are dropping out of this update. Table 7-1, on the following page provides a detailed summary of the status of projects for FY 2023.

Table 7-1: 2023 Annual Listing of Obligated Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Termini		Description	Type of Work	Federal Program Source	Total Cost	Federal	State/Local	Project Status (as of July 2023)
					From	To							
Grand Forks Transit													
119001		CAT- Grand Forks	2023	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	\$3,583,590	\$1,253,820	\$2,329,770	Funds Obligated
119002		CAT- Grand Forks	2023	City of Grand Forks			Capital Purchase/Replacement of safety and/or security hardware and software.	Transit Capital	FTA 5307	\$16,400	\$13,120	\$3,280	Funds Obligated
117001		CAT- Grand Forks	2023	City of Grand Forks			Expansion of the Public Transportation Maintenance Building and New Fuel System.	Transit Capital	FTA 5339	\$8,631,936	\$7,768,742	\$863,194	Bid awarded
East Grand Forks Transit													
219001	TRF-0018-23B	East Grand Forks	2023	East Grand Forks			Operation for East Grand Forks fix-route transit service.Service operates 6 days a week and averages 36 hours of revenue service daily.	Transit Operations	FTA 5307	\$617,400	\$199,300	\$408,100	Funds Obligated
219002	TRF-0018-23A	East Grand Forks	2023	East Grand Forks			Operation for demand response service for disabled persons and senior citizens. The paratransit service operates the same hours as the fixed-route service.	Paratransit Operations		\$147,400	\$0	\$147,400	Funds Obligated
223044		East Grand Forks	2023	East Grand Forks			Tool Cat suport equipment (quanity 2)	Transit Capital	ARP	\$161,045	\$150,955	\$10,090	Funds Obligated
NDDOT													
122001	23015	NDDOT	2023	Varies			Deck overlay and other repairs on various bridges on US-81, and I-29.	Rebabilitation	Bridge	\$3,426,000	\$2,740,800	\$685,200	In progress.
122011	23797	NDDOT	2023	Various			Var HWYS- Grand Forks District Pavement Mark	Safety	HEN	\$1,500,000	\$1,350,000	\$150,000	In progress, will be finished in August.
121003	23349	NDDOT	2023	32nd Ave S	I-29	S Washington St	Pavement preservation to be CPR, grinding, and microseal.	Rehabilitation	SecR	\$3,356,000	\$2,684,800	\$671,200	Split and half moved fall bid. Bid has been accepted for this half of project.
121003b	24023	NDDOT	2023	32nd Ave S	I-29	S Washington St	CPR, Chip Seal, and Pavement marking.	Rehabilitation	NHU	\$2,000,000	\$1,618,600	\$381,400	Bid will be done in October.
123030	24003	NDDOT	2023	University Ave DOT-AAR#081287Y			Surface rehabilitation and lift crossing.	Rehabilitation	FRF	\$141,035	\$141,035	\$0	In progress

Table 7-1: 2023 Annual Listing of Obligated Projects

MPO ID	State Project Number	Lead Agency	Project Year	Project Location	Termini		Description	Type of Work	Federal Program Source	Total Cost	Federal	State/Local	Project Status (as of July 2023)
					From	To							
123031	24059	NDDOT	2023	University Ave DOT-AAR#081287Y			New signal installation	Railroad Crossing	FRF	\$298,438	\$298,438	\$0	In progress
123050	24073	NDDOT	2023	6th Ave N DOT-AAR# 062502G			Surface rehabilitation.	Railroad Crossing	FRF	\$140,475	\$140,475	\$0	In progress.
City of Grand Forks													
119003	23232	City of Grand Forks	2023	Varies			Urban Roads system citywide signal rehab	ITS Rehab	UGP	\$4,186,220	\$3,110,000	\$1,076,220	In progress.
118001		City of Grand Forks	2023	N/S 42nd St	DeMers Ave		Preliminary Engineering for 42nd St & DeMers Railroad Overpass	Preliminary Engineering		\$6,400,000	\$5,120,000	\$1,280,000	In progress.
MnDOT													
221001	60-00137	MnDOT	2023	2nd Ave NE			BNSF RR Replace Exciting Signal System at MSAS 119, 2nd Ave, East Grand Forks, Polk County	RR Xing		\$300,000	\$270,000	\$30,000	MnDot & BNSF are preparing the preemption timing. The goal is to have funds encumbered (agreement excuted) prior to June 30, 2023. Construction schedule will be up to BNSF.
City of East Grand Forks													
223045		East Grand Forks	2023	5th Ave NE	15th St NE	20th St NE	Urban reconditioning project consisting of misc. concrete street panel & curb and gutter replacement and minor ADA improvements	Rehabilitation	STBG	\$553,075	\$382,403	\$170,672	Project awarded with construction completed this season.
223046		East Grand Forks	2023	5th Ave NE	US-2	20th St NE	Urban reconditioning project consisting of misc. street panel & curb and gutter replacement	Rehabilitation	STBG	\$271,398	\$187,647	\$83,751	Project awarded with construction completed this season.
223047		East Grand Forks	2023	DeMers Ave			Replacement of bituminous pavement in area of old railroad tracks and installing concrete pavement & curb and gutter. Also includes, misc. contrete panel & curb and gutter replacement, along with ADA	Rehabilitation	STBG	\$419,359	\$289,950	\$129,409	Project awarded with construction completed this season.
223038	119-080-012	East Grand Forks	2023	Varies			**CRP** CITY OF EAST GRAND FORKS: PURCHASE AND INSTALLATION OF 11 PREEMTION EMITTERS ON FIRE TRUCKS	Environmental	CRP	\$6,225	\$4,980	\$1,245	Preemption emitters are ordered.
Totals										\$34,155,996	\$26,106,465	\$8,039,531	

APPENDICES

APPENDIX A: PUBLIC INPUT

PUBLIC COMMENTS RECEIVED

Comments	Date Received	Contact Method	Forks MPO Response

PUBLIC NOTICE



PUBLIC NOTICE

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

The Final TIP lists all transportation improvement projects programmed to be completed between the years of 2024 to 2027. A copy of the Final TIP is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the Final TIP can be submitted to the email address info@theforksmpo.org until noon on August 10th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes. For further information, contact Teri Kouba at 701-746-2660.

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

OTHER POSTINGS

EMAIL (CONSTANT CONTACT)

MPO WEBSITE

FACEBOOK

APPENDIX B: TIP AMENDMENT/MODIFICATION POLICY

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

According to Federal regulations [23 CFR § 450.328] TIP *Revisions* are changes made to a TIP; these are further classified into two categories:

- TIP Amendments are major revisions which require official approval by the MPO Board. This is followed by submission to either the NDDOT or the MNDOT for approval, and then for subsequent approval by the FHWA and FTA.
- TIP Administrative Modifications are minor revisions, which can simply be made by the GF/EGF MPO staff after proper notification and verification that the change(s) falls into this category.

CRITERIA DIFFERENTIATING TIP AMENDMENTS AND TIP ADMINISTRATIVE MODIFICATIONS

Amendments are required for:

- Addition or deletion of any project (except as noted in the *Administrative Modifications* section below);
- Substantial changes to the scope of a project (e.g., changing the number of through traffic lanes, changing the type of project such as from rehabilitation to reconstruction);
- Changes in the availability (adding or deleting funds by Congressional action) of earmarked (special appropriation) funds;
- Moving a project into or out of the TIP;
- Changes in a project's total programmed amount greater than 25%;
- Changes in a project's fund source(s) from non-Federal to Federal and changes in a project's fund source(s) from Federal to non-Federal (the disposition of the "freed-up" Federal funds needs to be addressed as it impacts the TIP Financial Plan); and
- Changes in the termini of a project.

Administrative Modifications can be made for:

- Any revisions that do not meet the Amendment criteria listed above, such examples as:
 - Changes in a project's programmed amount less than 25%;
 - Minor changes to the scope of a project;
 - Adding or deleting a project development phase of a project (Env. Doc, PE, Design, ROW, Constr. or Other) without major changes to the scope to the project;

- Minor changes to funding sources of a project in the TIP;
- Changing a project's lead agency when agreed upon by the two agencies affected.
- Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;

WHEN REVISIONS CAN BE MADE TO THE TIP

TIP revisions can be made at any time throughout the TIP process. Each State DOT has allowed revisions to be presented to them for consideration at any time. The MPO has monthly meetings that allow revisions to be made during these monthly meetings.

TIP Amendments the opportunity for public participation will be provided in accordance with "Public Participation Plan for the Grand Forks/East Grand Forks Metropolitan Planning Organization". TIP Amendments will be available for public comment, via a public notice, at least ten (10) days prior to their consideration by the TAC in addition to the time allotted for public comment at the TAC meeting. A public hearing will be held during the TAC.

TIP Administrative Modifications, the opportunity for public participation will be provided in accordance with "Public Participation Plan for the Grand Forks/East Grand Forks Metropolitan Planning Organization". TIP modifications will be available for public comment at least ten (10) days prior to their consideration by the TAC in addition to the time allotted for public comment at the TAC meeting. No public notice is published; rather, the published agenda and related agenda packet provide the notification to the public.

After approval by the MPO Board, the amendments and modifications are forwarded to the MnDOT District 2 Engineer who forwards it to the MNDOT for approval and inclusion, without modification in their STIP; or to the NDDOT for approval and inclusion, without modification in their STIP. It is then forwarded to FHWA and FTA for approval.

REVISING TIP POLICIES AND PROCEDURES

- Administrative Changes
 - This document may be revised by GF/EGF MPO staff in order to incorporate changes in Federal legislation and/or regulations. All MPO committees, the MPO Board and all lead agencies shall be notified of such changes with appropriate explanation. Revised documents will be distributed and posted on the GF/EGF MPO website.
- Appendices Changes
 - The GF/EGF MPO staff may update the appendices to this document as necessary. All MPO committees, the MPO Board and all lead agencies shall be notified of such changes with appropriate explanation. Revised documents will be distributed and posted on the GF/EGF MPO website.
- Substantive Changes

- All other changes shall be brought before the TAC for their review and recommendations. The MPO Board shall approve all substantive changes. Revised documents will be distributed and posted on the GF/EGF MPO website.

APPENDIX C: NWATP ATIP OF MPO STUDY AREA

Starts on the following page.

	F	G	H	J	K	M	P	S	Y	AA	AE	AJ	AN	AR	AS	AW	AY
	Rte Sys	Projnum	#Year	Who	Agency	Description (TECHNICAL DESCRIPTION)	Length	Program	Secondary Work Type 1	Proposed Funds	STIP Total	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Other
9	HIGHWAY US28	6001-68	2024	S	MNDOT	**PRST**: US 28, IN EAST GRAND FORKS, AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS	0.0	TRAFFIC MANAGEMENT	TRAFFIC SIGNAL REVISION	NHPP	1,200,000	643,218				146,782	410,000
50	TRANSIT	TRF-0018-24A	2024	L	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	TRANSIT (TR)	TRANSIT OPERATIONS	LF	151,820	-	-	-	-	-	151,820
51	TRANSIT	TRF-0018-24B	2024	L	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	586,240	-	-	-	-	127,310	458,930
52	TRANSIT	TRS-0018-24C	2024	L	EAST GRAND FORKS	CITY OF EAST GRAND FORKS PURCHASE ONE (1) CLASS 400 LF REPLACEMENT GAS BUS	0.0	TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	182,000	145,600	-	-	-	-	36,400
53	TRANSIT	TRF-0018-25A	2025	L	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	TRANSIT (TR)	TRANSIT OPERATIONS	LF	156,380	-	-	-	-	-	156,380
90	TRANSIT	TRF-0018-25B	2025	L	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	603,830	-	-	-	-	131,130	472,700
91	HIGHWAY MSAS 113	119-113-008	2026	L	EAST GRAND FORKS	IN GRAND FORKS AND EAST GRAND FORKS, ON MSAS 113, (1ST ST NE) REHAB THE POINT BRIDGE (MN BR #60506) (ND BR #0000GFO2) OVER THE RED RIVER OF THE NORTH, INCLUDES MILL AND OVERLAY OF THE BRIDGE APPROACH ON 1ST ST SE IN EAST GRAND FORKS (CAPPED \$1,200,000)	0.0	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE REPAIR	STBGP 5K-200K	1,800,000	1,200,000	-	-	-	-	600,000
103	TRANSIT	TRF-0018-26A	2026	L	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	TRANSIT (TR)	TRANSIT OPERATIONS	LF	-	-	-	-	-	-	-
121	TRANSIT	TRF-0018-26B	2026	L	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	621,945	-	-	-	-	135,000	486,945
122	TRANSIT	TRS-0018-26A	2026	L	EAST GRAND FORKS	CITY OF EAST GRAND FORKS PURCHASE ONE (1) CLASS 400 LF REPLACEMENT GAS BUS	0.0	TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	193,000	154,400	-	-	-	-	38,600
123	HIGHWAY US2	6019-30	2027	S	MNDOT	US 2, IN EAST GRAND FORKS, REPLACE BRIDGE 60001 OVER RIVER RD NW	0.0	BRIDGE REPLACEMENT	BRIDGE REPLACEMENT	NHPP	6,000,000	4,885,200				1,114,800	
152																	

APPENDIX D: NDDOT & MNDOT CHECKLISTS

Starts on the following page.

	Description	Response Type	MPO Response	NDDOT Use Only	Comments
General	Prepared in cooperation with NDDOT and Transit Operator?	Yes/No	Yes		
	Approved by MPO Policy Board?	Yes/No	Yes		
	Date of approval	Date	8/16/2023		
	Approved by Governor or designee?	Yes/No			
	Date of approval	Date			
	Public involvement outreach consistent with Public Participation Plan?	Yes/No	Yes		
	Date of public advertisement	Date	7/29/2023		
	Date of public meeting	Date	8/9/2023		
	TIP covers 4 years?	Yes/No	Yes		
	Includes all projects proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53?	Yes/No	Yes		
	Includes other federally funded projects?	Yes/No/NA	NA		
	Projects are consistent with LRTP?	Yes/No	Yes		
	TIP projects within the short term of LRTP?	Yes/No	No		
	Amendment required to address consistency?	Yes/No	No	MTP will be updated in Jan. 2024.	
Date of approval	Date/NA	NA			
Project Level	Sufficient project scope provided?	Yes/No	Yes		
	Total project cost listed?	Yes/No	Yes		
	Federal funding identified?	Yes/No	Yes		
	Match funding identified?	Yes/No	Yes		
	Sources of federal and match funding provided?	Yes/No	Yes		
	Recipient of project funding identified?	Yes/No	Yes		
	Regionally Significant projects listed?	Yes/No	Yes		
	ADA Transition Plan projects listed?	Yes/No	No		
	Small scale projects are grouped?	Yes/No/NA	Yes		
	Function	Yes/No/NA	No		
	Geographical area	Yes/No/NA	No		
Work Type	Yes/No/NA	Yes			
Financial	Program is fiscally constrained?	Yes/No	Yes		
	By project?	Yes/No	Yes		
	By year?	Yes/No	Yes		
	Operations and Maintenance identified?	Yes/No	Yes		
	O&M for Federal aid highways?	Yes/No	Yes		
	O&M for public transportation?	Yes/No	Yes		
	Project cost estimates are appropriate for improvement type?	Yes/No	Yes		
	Revenue and cost estimates account for year of expenditure?	Yes/No	Yes		
	TIP identifies illustrative projects?	Yes/No/NA	Yes		
	49 U.S.C. Chapter 53 funding identified in the first year of the TIP is less than funding committed to the MPA?	Yes/No	Yes		
	Are subsequent years based on funding committed or reasonably expected through 49 U.S.C. Chapter 53?	Yes/No	Yes		
Other	TIP identifies criteria and process for prioritizing implementation into LRTP?	Yes/No	Yes		
	Major projects from previous TIP listed?	Yes/No	Yes		
	TCM projects given priority, if identified in SIP?	Yes/No/NA	NA		
	TIP conforms to requirements of 23 U.S.C. 134; further codified in 23 CFR 450?	Yes/No	Yes		

MPO Executive Director:

Date:

NDDOT Local Government Division, MPO Coordinator

Date:

Minnesota MPO TIP Checklist

MPO: Grand Forks-East Grand Forks MPO

Contact name: Stephanie Halford, Executive Director

TIP time period: FY2024-2027

The table below identifies information that should be covered in your TIP as required by 23 CFR 450. Complete the requested information as applicable.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	Chapter 6, Pg. 86 Appendix A
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	Resolution, Pg. v Chapter 6, Pg. 86
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / NA	
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	Resolution, Pg. v
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	Resolution, Pg. v Chapter 3, Pg. 44
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	Resolution, Pg. v
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	Appendix A Chapter 6, Pg. 86

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	Chapter 2, Pg. 36
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes / No	Chapter 2, Pg. 36
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	Chapter 3, Pg. 44
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	Chapter 3, Pg. 44
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	Chapter 3, Pg. 44
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	Chapter 3, Pg. 44
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	Chapter 3, Pg. 44
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No	Chapter 3, Pg. 44
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes / No	Chapter 3, Pg. 44
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	Resolution, Pg. vi

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	Chapter 5, Pg. 76
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	Chapter 5, Pg. 79
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	Chapter 5, Pg. 80
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	Not Applicable
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No / NA	Chapter 3, Pg. 44 Chapter 5, pg. 80
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	Chapter 5, Pg. 82
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	Chapter 5, Pg. 80
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	Chapter 5, Pg. 76
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	Chapter 5, Pg. 80
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		Not Applicable
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	Chapter 1, Pg. 28-31 TIP Manual

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	Chapter 7, Pg. 90
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		State Question
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	Chapter 7, Pg. 90
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.	Yes / No	Resolution, Pg. iv

MPO comments:

NONE