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Grand Forks - East Grand Forks
Metropolitan Planning Organization

NORTH DAKOTA SIDE TRANSPORTATION IMPROVEMENT PROGRAM

2018 - 2021
December, 2017

The preparation of this report was partially financed by FHWA/FTA Planning funds through the North Dakota Department of Transportation and Minnesota Department of Transportation.

The preparation of this report has been funded in part by the Minnesota Department of Transportation. The contents of this document reflect the views of the authors who are responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Minnesota Department of Transportation. The report does not constitute a standard, specification, or regulation.

FISCAL YEARS 2018 – 2021
NORTH DAKOTA SIDE
TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
GRAND FORKS - EAST GRAND FORKS
METROPOLITAN AREA

PREPARED BY:
THE GRAND FORKS - EAST GRAND FORKS
METROPOLITAN PLANNING ORGANIZATION

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**A RESOLUTION APPROVING FY 2018 - FY 2021
NORTH DAKOTA SIDE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
GRAND FORKS-EAST GRAND FORKS METROPOLITAN AREA**

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 (f) (1); 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

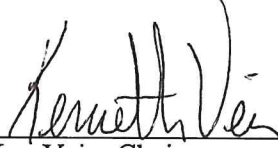
WHEREAS, projects contained in the TIP were developed in cooperation with the North Dakota and Minnesota Departments of Transportation, the local public transit operators and the MPO; and

WHEREAS, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP on December 13, 2017.

NOW, THEREFORE, BE IT RESOLVED, that the Grand Forks-East Grand Forks Metropolitan Planning Organization adopts the Grand Forks-East Grand Forks Metropolitan Area North Dakota Side Transportation Improvement Program for the FY 2018 to FY 2021

program period as being consistent with the Long Range Transportation Plan and the area's plans and program included therein.

12/20/2017
Date



Ken Vein, Chairman

12/20/2017
Date



Earl Håugen, Executive Director

**TRANSPORTATION PLANNING PROCESS
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;
- 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 on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the MAP-21 (Pub. L. 109-59) 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

Kenneth Vein
Signature

Chairman
Title

December 20, 2017
Date

North Dakota Department
of Transportation

Paul M. Basing
Signature

Local Government Engineer
Title

January 26, 2018
Date

**A RESOLUTION CONFIRMING THE
METROPOLITAN TRANSPORTATION PLAN
AS BEING CURRENTLY HELD VALID**

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

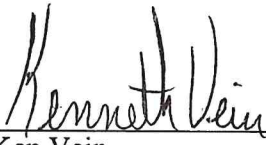
WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization has been designated by the Governors of the States of Minnesota and North Dakota as the MPO for the Grand Forks-East Grand Forks Metropolitan Area; and

WHEREAS, the Grand Forks - East Grand Forks MPO has a Transportation Plan composed of a Metropolitan Transportation Plan (adopted December 18, 2013); and

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

12/20/2017
Date



Ken Vein
Chairman



Earl T. Haugen,
Executive Director

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INTRODUCTION

The North Dakota side Transportation Improvement Program (TIP) for the Grand Forks - East Grand Forks area lists the significant transportation system improvements to be implemented during the next four years. The 2018-2021 TIP is submitted under the Fixing America's Surface Transportation (FAST) Act. This Act was adopted in 2015 to authorize federal transportation programs through 2020.

The Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) require that in order for certain projects to be funded with federal assistance, those projects must be included in a Transportation Improvement Program (TIP) approved by the appropriate Metropolitan Planning Organization (MPO). In the Grand Forks-East Grand Forks Metropolitan Area, the Grand Forks-East Grand Forks Metropolitan Planning Organization is the designated MPO. FHWA and FTA require federally funded projects located within the boundaries of the "Study Area" (see map in Appendix III), and funded from any of the categories of federal aid to be in a MPO approved TIP.

Federal requirements stipulate each state must develop a Statewide Transportation Program (STIP), and project selection must be performed in cooperation with the MPOs. Similarly, local TIP's must be developed in cooperation with the State. The TIP is updated annually, and encompasses a 4-year time period. In order to remain consistent with these requirements, projects programmed for 2018 are considered the Annual Element, and Program Years 2019, 2020 and 2021 are designated as Future Year projects.

The projects which comprise the TIP were developed, studied, and evaluated as part of the Metropolitan "3C" Transportation Planning Processes, which has been established in the Grand Forks - East Grand Forks Area. The TIP may be modified at any time, consistent with procedures established for its development, and consistent with the Transportation Plan. Each year the TIP process is unique. However, there are some common "significant differences" during the development of each TIP. The addition of a project, or expansion of its scope, not on the advance review material would constitute a difference that would require additional public input before final adoption. The deletion or combining of projects would not require additional input because each project proponent should have reasonably foreseen this possibility given the limited amount of funds available. If a project's local share is increased by over 25% the amount identified in advance, the difference would require additional public input. A decrease, on the other hand, would not. Changing the source of state or federal funds would constitute a significant difference. The modification criteria are identified in the MPO's TIP Process Manual.

The MPO staff worked with the local communities and State Departments of Transportation to prepare the FY 2018-2021 North Dakota side Transportation Improvement Program for the Grand Forks-East Grand Forks Metropolitan Area. The MPO has utilized its project prioritization process as documented in its TIP Process Manual.

TRANSPORTATION PLAN

The 2040 Long Range Transportation Plan documents the multi-modal transportation planning process, which is established in the area to identify, evaluate, and implement transportation system improvements. System improvements comprise all highway, transit, bikeway, and pedestrian walkway improvements designed to meet travel demands during the next 20+ years. In the Grand Forks - East Grand Forks area, the Transportation Plan contains several sections, which address street and highway, transit, bikeway, and pedestrian projects.

Street and Highway Section

The street and highway section emphasizes project effectiveness. Each project was evaluated to identify deficiencies in terms of delay, level-of-service, network connectivity, safety, or other measures of effectiveness. In addition, evaluations were performed to determine each project's ability to meet environmental justice standards.

This section identifies major reconstruction or reconstruction projects. Minor maintenance projects are not specifically identified; rather they are covered under Plan policy, objectives and standards. Further, this section provides recommendations on number of lanes, and other geometrics of the projects. Recommended projects are identified for construction in three different time periods. The first time-frame is for the next five years. Projects included in this time-frame address current problems identified. Projects in this TIP document should come from this listing.

The second time-frame focuses more on problems projected into the near future. As the metropolitan area grows, additional traffic will create problems that do not exist today. These projects should not appear in this TIP document. Projects can be moved into the first time-frame after additional studies are made, and the Plan is amended. Additionally, the Plan is updated every five years so a project can shift based upon the best available data and analysis. The last time frame covers the remaining years out to 2040.

Transit Section

The Transit Section establishes the long-range public-transportation-system improvement strategy. This section is found in the MPO's Alternative Transportation Mode Plan, and focuses on both the operation of the fixed route and demand response, and the capital equipment for those two services. This section identifies several capital purchases necessary for the current operations – most are replacement of rolling stock. It also identifies that as the metropolitan area grows, expansion of the services will have to take place. That expansion will require both additional operational and capital funds. This TIP reflects expansion of the service to include continued operation of one additional bus, which adds two routes. This expansion serves the growing south and west areas of Grand Forks. The continued operation of earlier Saturday transit service is being programmed.

An important aspect of public transportation is the provision of transportation services to the disabled. In 1992, the Cities of Grand Forks and East Grand Forks adopted the Americans with Disabilities Joint Paratransit Plan. The plan outlines a program of improvements to make the fixed-route transit system accessible to the disabled, and to revise the paratransit Dial-a-Ride Program to attain full compliance with the Americans with Disabilities Act of 1991 (ADA). The requirement to annually update this plan has expired. However, the recommendations are carried forward with the Transit Section.

Bikeway Section

The Bikeway Section identifies a network of facilities that support traveling by bicycle as an alternative mode to vehicular travel. This section is found in the MPO's Alternative Transportation Mode Plan, and involves a system of paths, lanes, and shared roadways which are mapped to create a network bicyclists can take to get around the metropolitan areas. With the use of federal transportation funds to build streets comes the requirement to consider facilities appropriate to accommodate bikes.

For the built-up area, this section identifies whether bike lanes can be accommodated with the existing street width. If a lane could be striped, then this section would recommend that be done, however, if not enough street is available, the recommendation would be to sign it as a shared roadway.

This section does recognize that all streets are used by bicyclists, unless otherwise prohibited. Education and enforcement strategies are identified to make biking a safer and more enjoyable activity in the metropolitan area.

Pedestrian Section

The Pedestrian Section plans for the provisions of sidewalks in the metropolitan area. This section is found in the MPO's Alternative Transportation Mode Plan. Grand Forks has a long history of requiring the construction of sidewalks in all new developments in the City, which has led to a very well connected system of sidewalks. East Grand Forks had a similar history, however it was interrupted for several decades, and is only recently, through this Section, again being required in new developments.

The MPO is working on updating the ADA Curb Cut Ramps Transition Plan for the metropolitan area. An important item in this update was the requirement for the installation of truncated domes. This was an original ADA standard design that was placed on hiatus until additional studying could be done. The hiatus status was allowed to expire without any modifications to the original standard. Truncated domes are now required although an exception is allowed for ramps constructed during a specific period of time. Please refer to the ADA regulations for further information.

PLANNING FACTORS

The MPO is required to plan and programmed based upon the following identified planning Factors. Since this is required, the MPO has adopted these factors as its goals for its Metropolitan Transportation Plan. The following narrative describes some the transportation projects as examples of how the MPO addresses each factor.

Factor 1 - Support the Economic Vitality of the United States:

All projects listed support this factor. Without a well-designed, well-maintained, and well-coordinated transportation system, the economic vitality of the metropolitan area would be in jeopardy. Projects listed are making an improvement to the system in order for the transportation of people and goods to move more efficiently, effectively and safely.

Factor 2 - Increased Safety of the Transportation System for Motorized and Non Motorized Users:

The Bridge project for the Kennedy Bridge is expected to improve a safer crossing for all users. Transportation Alternative funds are being programmed for Safe Routes to School educational and promotional activities for Grand Forks students..

Factor 3 – Increase the Ability of the Transportation System to Support Homeland Security and to Safeguard the Personal Security of all Motorized and Non-Motorized Users:

The Transit system has an annual program of replacing and/or renovating shelters along the bus routes. These projects provide added security for the users of the system.

Factor 4 - Increase in Accessibility and Mobility Options Available to People and Freight:

The proposed Kennedy Bridge major rehabilitation project is expected to provide accommodation for bicyclists and pedestrians whereas currently these two modes are severely underserved by this structure. All street projects included provisions for pedestrian and bicyclists.

The purchase of additional transit vehicles will add additional options for transit dependent people to use, and will provide additional capacity during peak periods. The Grand Forks transit service will new routes in middle of 2018 that should provide more direct and frequent routes.

Factor 5 - Protect and Enhance the Environment, Promote Energy Conservation and improvement of the Quality of Life, and Promote Consistency Between Transportation Improvements and State and Local Planned Growth and Economic Development Patterns:

Transit operations are programmed to provide both fixed route and demand

response service. These choices for alternative transportation provide opportunities for energy conservation and improvement to quality of life. Transit fares are prepaid by student government for both UND and NCTC.

Factor 6 - Enhance the Integration and Connectivity of the Transportation System Across and Between Modes for People and Freight:

Transportation Alternative Program funds under MAP-21/FAST help the area to take an aggressive approach to expanding and improving bicycle and pedestrian facilities. In 2018, several projects are being done to install multi-use trails further advances this Factor.

Transit vehicles have had bike racks installed in the front of the bus. Implementation of this program will continue with each replacement vehicle purchased.

Factor 7 - Promote Efficient System Management and Operation:

All projects programmed support this factor as it is intended to improve the system, the projects promote more efficient management and operations. Projects are programmed at key intersections to address both safety and operational items, such as along 32nd Ave S.

Factor 8 - Emphasize the Preservation of the Existing Transportation System:

Several projects programmed in the TIP support this factor. Additionally, the Kennedy Bridge over the Red River is programmed to have work done to it that will preserve the vital crossing for the transportation system. Grand Forks will be reconstructing a portion of N. 42nd Street.

Environmental Justice (EJ):

Presidential Executive Order 12898 states: “Each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Though the Order was issued in 1994, the spirit of environmental justice dates back at least to Title VI of the 1964 Civil Rights Act. The Federal Highway Administration has identified three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

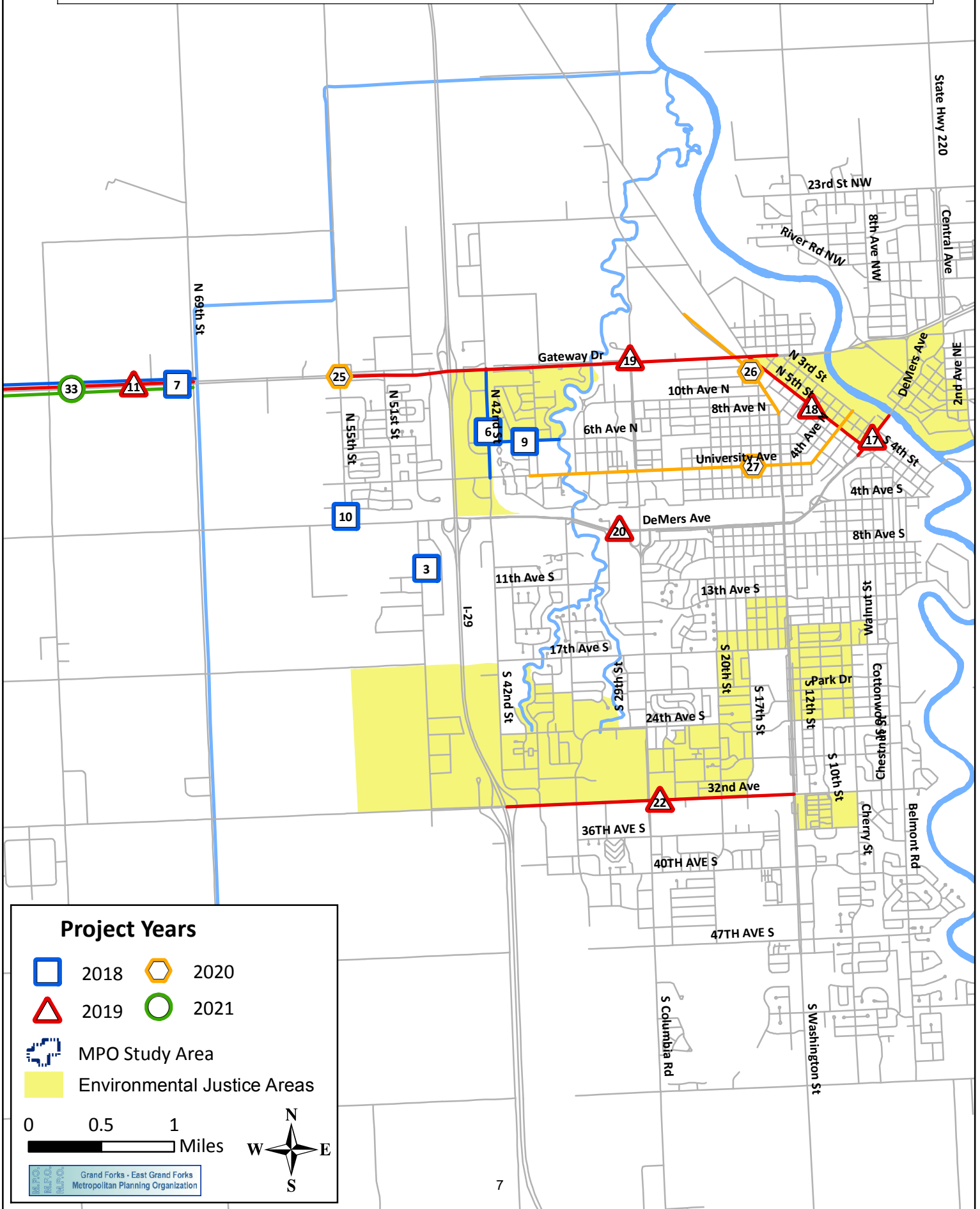
By incorporating these principles into the transportation planning process, the MPO will be able to make better transportation decisions to meet the needs of all people, improve the public involvement process, and improve data collection and monitoring, all of which lead to better design of transportation facilities that fit more harmoniously into communities.

It should be noted here that most TIP projects are construction projects, which do have adverse impacts to the nearby area during the time of construction, such as increased congestion, delays, detours, noise, or dust. It should also be noted that TIP construction projects can result in positive benefits to the traveler (including those who live nearby) such as increased capacity or level-of-service, lower commute times, or increased safety at intersections. For purposes of the EJ analysis in the TIP, the MPO will identify the spatial relationships that exist between projects and minority or low-income populations (MLIPs).

Map 1 displays the locations of the 2018-2021 North Dakota side TIP projects and their spatial relationship to metropolitan populations (census block groups) that have been identified as MLIPs. A situation of particular concern from an EJ standpoint would be a grouping of projects in or around a MLIP, or a particular MLIP 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 2018-2021 appear to be well dispersed temporally and spatially throughout the metropolitan area. Thus, any negative impacts resulting from the implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

2018- 2021 ND Transportation Improvement Program



FEDERAL URBAN ASSISTANCE AND FINANCIAL FUNDING SOURCE SUMMARY

GRAND FORKS, NORTH DAKOTA

Highway Funding

All projects shown for Grand Forks for the first year (Annual Element) of the 2017-2020 TIP have been committed by the North Dakota Department of Transportation through the North Dakota Urban Systems Program. Similarly, all projects in the first year of the TIP become part of the City budget, and by law must have a committed revenue source.

Funding and programming summaries of funding sources for the Grand Forks area is shown in Table 1. The funding revenues and expenditures are shown in Table 2, The individual project listing shows the actual project cost and funding splits.

Table #1				
North Dakota Side Funding Sources				
<small>(shown in \$1,000)</small>				
TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$58,157.09	\$39,679.37	\$5,393.13	\$1,422.76	\$11,971.83

The MPO annually compares the total amount of requests with anticipated revenues in addition to giving consideration to long-term commitments. 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.

The TIP 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 in order to extend the funding revenues.

TABLE #2					
North Dakota Side Finances by Year					
Revenues					
<i>(shown in \$1,000)</i>					
		2018	2019	2020	2021
Transit	Operations	\$3,537.96	\$3,608.72	\$3,680.90	\$3,754.51
Transit	Capital	\$800.00	\$15.00	\$15.00	\$15.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$0.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$0.00
Street	CONSTR.	\$16,876.00	\$13,650.00	\$5,097.00	\$7,107.00
	TOTAL	\$21,213.96	\$17,273.72	\$8,792.90	\$10,876.51
Expenditures					
<i>(shown in \$1,000)</i>					
		2017	2018	2019	2020
Transit	Operations	\$3,537.96	\$3,608.72	\$3,680.90	\$3,754.51
Transit	Capital	\$800.00	\$15.00	\$15.00	\$15.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$0.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$0.00
Street	CONSTR.	\$16,876.00	\$13,650.00	\$5,097.00	\$7,107.00
	TOTAL	\$21,213.96	\$17,273.72	\$8,792.90	\$10,876.51

In 1987, Grand Forks initiated a 1% sales tax. Each year sales taxes have increased from the initial \$1,000,000 to over \$6,000,000. Sales tax distributions are divided among three areas: property tax reduction; capital improvements; and economic development.

Bikeway Funding

Similar to highway funding, bikeway improvements are funded with sale tax monies. 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 revenues mill levies for fixed-route (4.8 mills), and Dial-A-Ride (1 mill) services and fare box revenues.

OPERATIONS AND MAINTENANCE FINANCIAL SUMMARY

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 state highways. So 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 agencies that has the responsibility of O&M issues in the 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 has to 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. Neither County in the MPO Study Area has any responsibilities for the federal aid system.

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.

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 in 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.

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 Study 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 Study 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.

The revenue sources are from the state highway tax distribution fund and other state revenue sources as available.

		Table #3					
		Operations and Maintenance Financial Plan					
		Federal Aid System					
		REVENUES		Year	Year	Year	Year
				2018	2019	2020	2021
North Dakota Federal Aid System							
	NDDOT			\$ 514,290	\$ 529,719	\$ 545,610	\$ 561,979
	Grand Forks	total		\$ 536,585	\$ 552,683	\$ 569,263	\$ 586,341
	Mill Levy			\$ 391,760	\$ 403,513	\$ 415,618	\$ 428,087
	Gas Tax			\$ 144,825	\$ 149,170	\$ 153,645	\$ 158,254
		EXPENDITURES		Year	Year	Year	Year
				2018	2019	2020	2021
North Dakota Federal Aid System							
	NDDOT			\$ 514,290	\$ 529,719	\$ 545,610	\$ 561,979
	City of Grand Forks			\$ 536,585	\$ 552,683	\$ 569,263	\$ 586,341

PROJECT LISTINGS - TRANSPORTATION PROJECT FORMAT

The Transportation projects listed in the TIP are shown in chart form, and grouped by project location/jurisdiction for the Grand Forks and East Grand Forks areas. North Dakota projects are listed in this document, and Minnesota projects are listed in a separate, Minnesota side only TIP. Projects include all modes and are listed in priority by year. The process to prioritize projects is described in the MPO's TIP Process Manual

A separate section contains Illustrative projects, which are projects that the member jurisdictions would like to complete; however, funding for them has not been identified at this time. If funding does become available for these projects, the TIP will need to be amended before the project can proceed. Additional projects are scheduled by the member jurisdictions but do not appear in this document due to their small size or localized impact. The reader should contact any member jurisdiction for a listing of any additional projects.

All projects are listed in chronological/prioritized order.

The following items are generic to all projects:

Urban Area/Project Number:

Urban Area refers to whether the project is located on the Grand Forks or East Grand Forks side of the river. Project numbers are used primarily for reference and only indicate a project priority within a competing funding source. A lower project number indicates a higher priority project only for projects that compete for the same funds. All projects are listed chronologically, with first year projects considered higher priority than second or third year projects (as further described in the MPO's TIP Process Manual), with the exception of certain ongoing programs such as transit operating assistance. Projects designated as "Entitlement" under "Funding Status" generally do not compete with other projects.

Project Location:

The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares jurisdictional land, the two or three jurisdictions are listed, or the jurisdiction that is taking the lead in the project is listed.

Responsible Agency:

The responsible agency usually initiates the project, requests funding, and processes the paper work necessary for project completion.

Project Description:

Project description further identifies the project to be carried out on the previously stated "facility" by describing the limits and types of improvements.

Estimated Cost and Funding:

The total estimated cost of the described project is listed in this section with anticipated funding agency participation by categories of federal, state, other and local. The listed estimated costs for highway, enhancement, safety, and bridge projects include preliminary engineering, right-of-way, and construction costs for each project.

Funding Sources:

Federal

The federal funding categories indicate the anticipated source of federal revenue. The categories listed below are the current funding categories of FAST:

- Surface Transportation Block Grant Program (STBGP)
- STBGP set-aside known as Transportation Alternatives (TA)
- National Highway Performance Program (NHPP)
- Highway Safety Improvement Program (HSIP)
- Section 5307 Transit Operating Assistance
- Section 5339 Transit Capital Assistance
- Other - Funding sources not listed above will be identified by their proper name.

Under the North Dakota Urban Program street and highway construction and maintenance funds are distributed according to whether the roadway is classified as part of the statewide regional system or urban system. Urban Program funds are available to cities with populations over 5,000 persons to be spent on federal-aid eligible streets.

Highways designated as part of the state system are classified as either Primary or Secondary roadways. Projects on the Primary System are funded with 80 percent federal and 20 percent state funding. Regional Secondary projects are funded with 80 percent federal, 10 percent state, and 10 percent local funding.

Project Type:

Describes the type of project by the characteristic of the project. For example roadway replacement projects of existing facilities are labeled as "Reconstruction" and new facilities are indicated as "New."

Facility:

The facility is the roadway or route on which the project will be completed.

Classification:

The classification is the functional classification of that roadway or route as defined by the Grand Forks-East Grand Forks Metropolitan Planning Organization.

The definitions of the Functional Classification are as follows:

Interstate

An interstate highway 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 highway with grade separations at all crossroads and full control of access. Parking, except for emergencies and no more than 72 hours, within the roadway is prohibited.

Principal Arterial

Principal arterials are roads or streets that provide for expeditious movement of relatively large volumes of traffic between land areas and other arterials. A principal arterial should, by design, provide controlled access to abutting land with intersection spacing limitations. Principal arterials usually are multi-lane divided roadways with no provision for parking.

Minor Arterial

Minor arterials include roads or streets that provide for through-traffic movements between areas to link collectors with other arterials. There is direct access to abutting property, but roadway access is typically controlled by limiting the number of intersections and curb cuts. A minor arterial, by design, usually has two lanes in rural areas, and four or more in urban areas. It is an undivided road with little or no provision for parking within the roadway.

Collectors

Collectors provide for traffic movement between local service roads, other collectors, and arterial roads. Collectors also provide a higher degree of direct access to abutting property than arterials. A collector, by design, is usually a two-lane with parking permitted within the roadway for the older sections of Grand Forks. The newer sections in Grand Forks have parking prohibited.

Local Roads

The primary function of local roads or streets is to provide direct access to abutting property. As such, local streets channel traffic to higher-volume collectors and arterials. Typical design usually consists of a two-lane road with parking permitted as signed.

Funding Status:

Funding Status indicates whether a project is funded in part with federal funds or entirely with local funds. For projects partially funded with federal dollars, a "Discretionary" or "Entitlement" designation is indicated.

Discretionary funding identifies those federal projects with funding that requires prioritization and prior approval by a primary review agency. This would include projects funded with any type of federal funding distributed on a competitive basis, such as projects in North Dakota on the National Highway System, the North Dakota Primary or Regional State Highway Systems.

Entitlement funding refers to projects eligible for funding under the North Dakota Urban Roads Program (URP). Under URP, urban cities are given the principal responsibility to select and prioritize projects. Each receives a targeted amount of federal funding on an annual basis.

Staging:

The staging section depicts the latest estimate for work toward a project's completion. The stages are listed as: Preliminary Engineering (PE); which includes the post-planning, pre-construction engineering work on the project; right-of-way (R.O.W.), which is the arrangement for and purchase of land/or building for the construction of a roadway; and Construction (Const.) which is the actual carrying out of the project.

The following are relevant to Fixed-route or Dial-A-Ride transit services or projects:

Project Type:

Project Type differentiates between Fixed-route, Senior Service and Dial-A-Ride (paratransit) service.

Funding Status:

Funding Status indicates whether a project which is funded in part with federal funds or entirely with local funds. For projects partially funded with federal dollars, a "Discretionary" or "Entitlement" designation is indicated.

Discretionary funding indicates that federal project funding would require prioritization and prior approval by a primary review agency. This would include projects, which are funded with any type of federal funding distributed on a competitive basis. In North Dakota, this would include transit projects funded under Sections #5307 and #5309.

Transit entitlement funding refers to services or projects eligible under the Section #5307 Program. Urban areas receive Section #5307 funds annually from the Federal Transit

Administration to provide fixed-route and paratransit services. These funds are distributed on a formula basis and do not directly compete with other projects.

Staging:

The project type states whether it is a capital or operating assistance project.

GRAND FORKS PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES						
										2018	2019	2020	2021				
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
	FUNDING SOURCE																
	Grand Forks #1 No PCN	Grand Forks			NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2018 to December 31, 2018 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$257,500 East Grand Forks contract payment is shown as other						Operations	3,537.96			
Grand Forks		Operations						Capital									
Fixed-Route Transit Service		Entitlement	Excludes FTA Programs 5339 and 5310 costs						P.E.								
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
					3,537.96	1,134.21	258.18	345.20	1,800.37								
					FTA 5307 (50/50)					TOTAL	3,537.96						
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:						Operations							
	Grand Forks	Capital								Capital	15.00						
	Fixed-Route Transit Service	Entitlement			NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.						P.E.						
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
					15.00	12.00	0.00	0.00	3.00								
					FTA 5307 (80/20)					TOTAL	15.00						
					REMARKS: Net Operating is shown before, Fed, State & Local Matching Funds are applied.												

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES		
	RESPONSIBLE AGENCY	CLASSIFICATION							2018	2019	2020	2021	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
									CONSTR.				
FUNDING SOURCE									TOTAL				
Grand Forks #3 No PCN	Grand Forks	NA	various updates to facilities at the "Bus Barn"	REMARKS:									
	Grand Forks	Operating							Operations				
	Fixed Route Paratransit and/or Senior Service	Discretionary							Capital	585.00			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				
				585.00	463.00			122.00	R.O.W.				
				FTA #5339 Capital					CONSTR.				
									TOTAL	585.00			
Grand Forks #4 No PCN	Grand Forks	NA	Purchase two demand response vehicle one mini-van one 15 passenger van	REMARKS:									
	Grand Forks	Operating							Operations				
	Fixed Route Paratransit and/or Senior Service	Discretionary							Capital	107.00			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				
				107.00	85.60		0.00	21.40	R.O.W.				
				FTA #5310					CONSTR.				
									TOTAL	107.00			
Grand Forks #5 No PCN	Grand Forks	NA	continue funding for the mobility manager position	REMARKS:									
	Grand Forks	Operating		Awarded July 1, 2016									
	Fixed Route Paratransit and/or Senior Service	Discretionary							Operations				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				
				93.00	74.00			19.00	R.O.W.				
				FTA #5310					CONSTR.				
									TOTAL	93.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
										2018	2019	2020	2021					
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	R.O.W.	CONSTR.	TOTAL	2018	2019	2020	2021		
	PROJECT TYPE	FUNDING STATUS							Capital								P.E.	
Grand Forks #6 PCN	Grand Forks	N. 42nd St	reconstruction of N. 42nd St between University Ave and Gateway Drive.	REMARKS:														
	Grand Forks	Minor Arterial																
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL							
				7,205.00	4,880.00			2,325.00			7,205.00							
				Urban Local Roads Program														
Grand Forks #7 PCN ??	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Projects is on westbound lane	REMARKS: Eastern three miles in the MPO Study Area Funding is pending for FY2018/Construction is FY2019 Amount in the MPO Study area is \$2,473,363 with federal amount of \$1,978,691														
	NDDOT	Principal Arterial																
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL							
				9,069.00	7,340.00	1,729.00		0.00			9,069.00							
				Urban Regional Primary Roads Program														
Grand Forks #8 PCN	Grand Forks	varies	This project involves replacement of school signs various location in the City															
	NDDOT	varies																
	Safety	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL							
				46.00	41.00	5.00	0.00	0.00			46.00							
				Highway Safety Improvement Program														

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES		
										2018	2019	2020	2021
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
	PROJECT TYPE	FUNDING STATUS							Capital				
									P.E.				
FUNDING SOURCE									R.O.W.				
									CONSTR.				
									TOTAL				
Grand Forks #9 PCN	Grand Forks	6th Ave N	construct a shared use path along the northerly side of 6th Ave N between English Coulee and N. 40th St	REMARKS:									
	Grand Forks	Collector											
	Transportation Alts	Discretionary											
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				234.00	180.00			54.00	CONSTR.	234.00			
				Transportation Alternatives Program					TOTAL	234.00			
Grand Forks #10 PCN	Grand Forks	N. 55th St	construction of a shared use path along N. 55th st along the easterly side between University Ave and W. Lanark Dr	REMARKS: Originally to be done in 2017, delayed to 2018									
	Grand Forks	Collector											
	Transportation Alts	Discretionary											
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				262.00	172.00			90.00	CONSTR.	262.00			
									TOTAL	262.00			
Grand Forks #11 PCN 22029	Grand Forks	US 2	Replace internal equipment inside the cabinet for the traffic signal located at intersection of Airport Dr. and US 2	REMARKS: Work will be done in 2018									
	NDDOT	Principal Arterial		Amended into TIP December 2017									
	Preservation	Discretionary											
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				60.00	48.00	12.00	0.00	0.00	CONSTR.	60.00			
				NHPPP Rural Program					TOTAL	60.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA PROJECT NUMBER	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2018	2019	2020	2021	
	PROJECT TYPE	FUNDING STATUS		FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL
Grand Forks #15 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (costs for fixed-route service are estimates). Excludes FTA Programs 5339 and 5310 costs	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$265,250 East Grand Forks contract payment is shown as other										
	Grand Forks	Operations							Operations		3,608.72			
	Fixed-Route Transit Service	Entitlement							Capital		NA			
									P.E.		NA			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA			
				3,608.72	1,156.89	263.35	352.10	1,836.38	CONSTR.		NA			
				FTA 5307 (50/50)					TOTAL		3,608.72			
Grand Forks #16 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	REMARKS:										
	Grand Forks	Capital							Operations		NA			
	Fixed-Route Transit Service	Entitlement							Capital		15.00			
									P.E.		NA			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA			
				15.00	12.00	0.00	0.00	3.00	CONSTR.		NA			
				FTA 5307 (80/20)					TOTAL		15.00			
				REMARKS: A future #5310 project application is not shown at this time										
				Net Operating is shown before, Fed, State & Local Matching Funds are applied.										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2018	2019	2020	2021		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
				FUNDING SOURCE											
Grand Forks #17 PCN ???	Grand Forks	DeMers Ave	Reconstruction of DeMers Ave between the Sorlie Br. and 6th Str. REMARKS: STIP has project separated into two projects US Bus 2 at \$3,290,000 ND 297 at \$1,000,000												
	NDDOT	Principal Arterial							Operations						
	Reconstruction	Discretionary							Capital						
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				4,290.00	3,280.00	410.00		600.00	R.O.W.						
				Urban Regional Secondary Roads Program					CONSTR.		4,290.00				
									TOTAL		4,290.00				
Grand Forks #18 No PCN	Grand Forks	N. 5th St.	Pavement project likely to be a mill and overlay of N. 5th St. between Gateway Dr and DeMers Ave. REMARKS:												
	NDDOT	Minor Arterial							Operations						
	Minor Rehabilitation	Discretionary							Capital						
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				1,110.00	888.00	111.00		111.00	R.O.W.						
				Urban Regional Secondary Roads Program					CONSTR.		1,110.00				
									TOTAL		1,110.00				
Grand Forks #19 PCN	Grand Forks	Gateway Dr.	Install red light running confirmation lights to the traffic signal on Gateway Dr. REMARKS:												
	Grand Forks	Principal Arterial							Operations						
	Safety	Discretionary							Capital						
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				125.00	113.00	6.00		6.00	R.O.W.						
				Highway Safety Improvement Program					CONSTR.		125.00				
									TOTAL		125.00				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2018	2019	2020	2021			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
				FUNDING SOURCE					TOTAL							
Grand Forks #20 PCN	Grand Forks	DeMers Ave	Possible installation of traffic signals and turn lanes at intersection with 30th St or Columbia Road west ramp	REMARKS:												
	NDDOT	Principal Arterial														
	ITS	Discretionary														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
				600.00	480.00	60.00		60.00					600.00			
				Urban Regional Secondary Roads Program					TOTAL				600.00			
Grand Forks #21 PCN	Grand Forks	varies	Safety projects on various corridors to install backplates and leading pedestrian timing	REMARKS:												
	Grand Forks	varies														
	Safety	Discretionary														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
				152.00	137.00			15.00					152.00			
				Highway safety Improvement Program					TOTAL				152.00			
Grand Forks #22 PCN	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.	REMARKS:												
	Grand Forks	Principal Arterial														
	Safety	Discretionary														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
				7,373.00	6,635.00	369.00		369.00					7,373.00			
									TOTAL				7,373.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT				FUTURE EXPENDITURES			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2018	2019	2020	2021	2018	2019	2020	2021
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	FUNDING SOURCE					Operations							
										Capital							
										P.E.							
										R.O.W.							
										CONSTR.							
										TOTAL							
Grand Forks #23 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2020 to December 31, 2020 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$275,555 East Grand Forks contract payment is shown as other													
	Grand Forks	Operations							Operations			3,680.90					
	Fixed-Route Transit Service	Entitlement		Excludes FTA Programs 5309 and 5310 costs						Capital			NA				
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					3,680.90	1,180.03	268.61	359.14	1,873.11	CONSTR.							
					FTA 5307 (50/50)					TOTAL			3,680.90				
Grand Forks #24 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:													
	Grand Forks	Capital							Operations			NA					
	Fixed-Route Transit Service	Entitlement		Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.						Capital			15.00				
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					15.00	12.00	0.00	0.00	3.00	CONSTR.							
					FTA 5307 (80/20)					TOTAL			15.00				
				REMARKS: A future #5310 project applications is not shown at this time													
						Net Operating is shown before, Fed, State & Local Matching Funds are applied.											

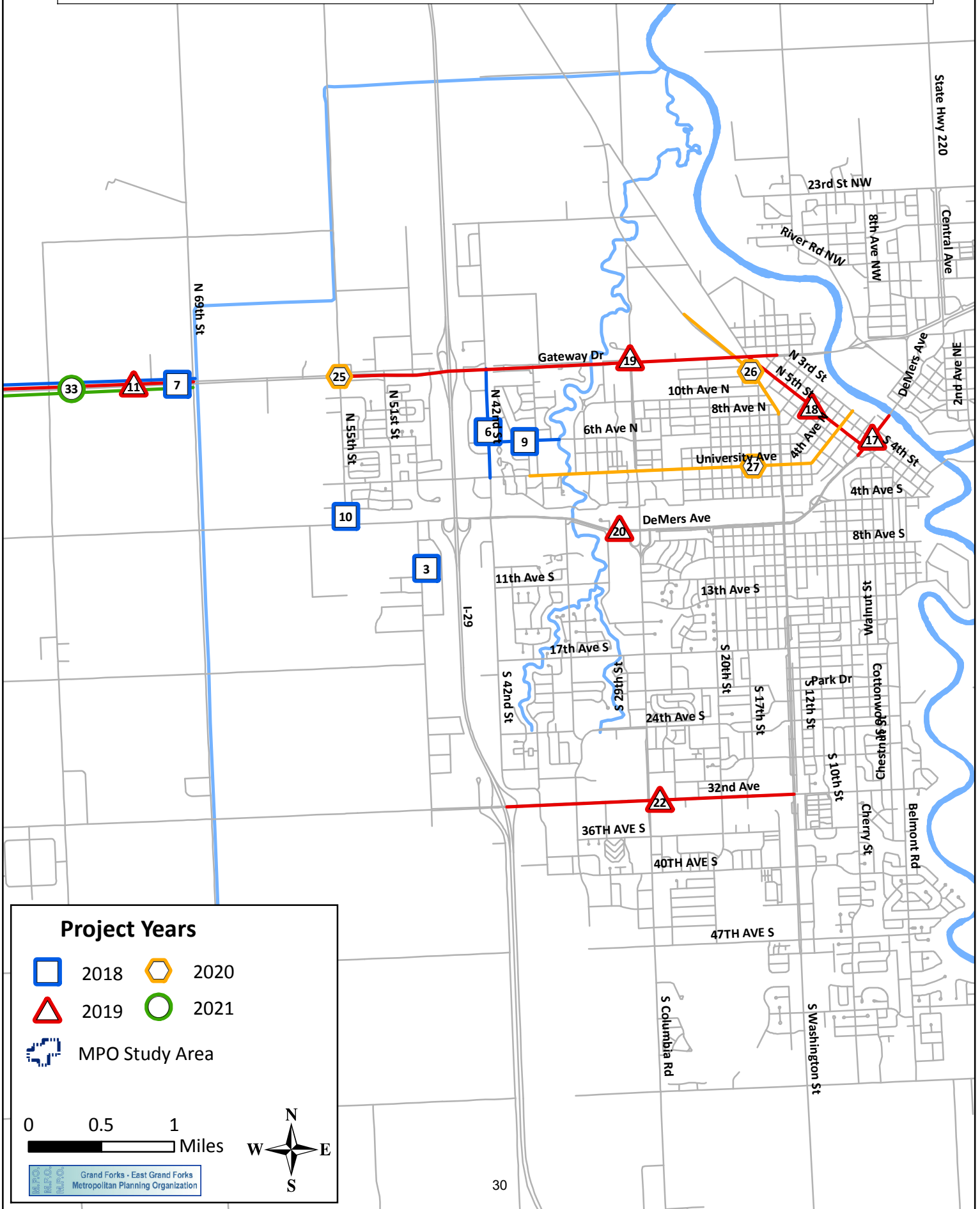
GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2018 - 2021

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT		FUTURE EXPENDITURES	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2018	2019	2020	2021
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					Operations			
										Capital			
									P.E.				
									R.O.W.				
									CONSTR.				
					FUNDING SOURCE					TOTAL			
Grand Forks #25 PCN	Grand Forks	Gateway Dr.	Install traffic signals and turn lanes at intersection with N. 55th St.		REMARKS:								
	NDDOT	Principal Arterial											
	ITS	Discretionary											
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
					600.00	480.00	120.00			CONSTR.		600.00	
					Urban Regional Primary Roads Program					TOTAL		600.00	
Grand Forks #26 PCN	Grand Forks	N. Washington S	CPR, Grinding, DBR pavement rehabilitation type work at various locations but generally described as 8th Ave N to US 2) & 4-lane N of US 2 and flood protection bridge		REMARKS: A separate project shows in the draft STIP as \$100,000 at flood protection bridge								
	NDDOT	Minor Arterial											
	Rehabilitation	Discretionary											
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
					1,424.00	1,139.00	152.00		133.00	CONSTR.		1,424.00	
										TOTAL		1,424.00	
Grand Forks #27 PCN ??	Grand Forks	University Ave	Pavement preservation work tentatively described as a mill and overlay between State Road and N. 3th St.		REMARKS:								
	Grand Forks	Minor Arterial											
	Rehabilitation	Discretionary											
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
					3,073.00	2,459.00			614.00	CONSTR.		3,073.00	
										TOTAL		3,073.00	

2018- 2021 ND Transportation Improvement Program



ILLUSTRATIVE PROJECT LISTINGS

APPENDIX I
FY2017 Project Status
And
Obligations

FY 2017 PROJECT STATUS SUMMARY

The following is a general status report of North Dakota side 2017 projects listed in the 2017 to 2020 Transportation Improvement Program. As this writing is taking place most of the projects should be under construction or some may even be completed.

The MPO is not aware of any other project undertaken in our Study Area that used federal transportation funds.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

STATUS OF 2017 PROJECTS

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Project Status						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL									
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	FUNDING STATUS	AND SOURCE OF FUNDING					Operations	2017							
				FUNDING SOURCE					Capital								
	PROJECT TYPE			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
									CONSTR.								
									TOTAL								
Grand Forks #3	Grand Forks	NA		REMARKS: Anticipated request for FTA #5339 funds													
No PCN	Grand Forks	Operating	2 fixed route bus replacement 1 will be an Airboc Brand the other a Gillig	OBLIGATED					Operations								
	Fixed Route Paratransit and/or Senior Service	Discretionary		595.00	476.00			119.00	Capital	520.00	Awaiting contract for large and small bus purchase						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
				520.00	416.00			104.00	CONSTR.								
				FTA #5339 Capital					TOTAL	520.00							
Grand Forks #4	Grand Forks	NA		REMARKS: Applied for funding One vehicle for Valley memorial Two vehicles for CAT Awarded July 1, 2016													
No PCN	Grand Forks	Operating	Purchase two demand response vehicle	OBLIGATED					Operations								
	Fixed Route Paratransit and/or Senior Service	Discretionary		80.00	64.00			16.00	Capital	79.50	This project closed and funds spent on replacement vehicles.						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
				79.50	63.60		0.00	15.90	CONSTR.								
				FTA #5310					TOTAL	79.50							
Grand Forks #5	Grand Forks	NA		REMARKS: continue funding for the mobility manager position													
No PCN	Grand Forks	Operating		OBLIGATED					Operations								
	Fixed Route Paratransit and/or Senior Service	Discretionary		83.00	67.00			17.00	Capital	83.32	These funds spent and continues forward in the future.						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
				83.32	66.65			16.67	CONSTR.								
				FTA #5310					TOTAL	83.32							

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

STATUS OF 2017 PROJECTS

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2017			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
				FUNDING SOURCE					CONSTR.				
Grand Forks #6 PCN	Grand Forks	University Ave	NDDOT has done some scoping of the deck of the Univeristy Overpass of I-29 deck and determined that a minor rehabilitation work of a deck overlay be done The intent now is to addres only the driving lanes OBLIGATED	REMARKS: The City is initiating a public art plan and may seek adding an element of public art to this project									
	NDDOT	Minor Arterial		\$ 928,748.98	\$ 835,874.08	\$ 92,874.90	\$ -	\$ -					
	Minor Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
		250.00	202.33	47.67	0.00	0.00		CONSTR.	250.00				
				Urban-Regional-Primary Program Rural State Program					TOTAL	250.00			
Grand Forks #7 PCN ??	Grand Forks	Intersection	This project will make an intersection improvement at a specific intersection that will be identified at a future date. Its location will be identified when the programmed year is one or two years away OBLIGATED	REMARKS: The intersection will be S. Washington and 44th Ave S Install traffic signals									
	Grand Forks	varies		\$ 1,238,089.60	\$ 1,000,000.00	\$ -	\$ -	\$ 238,089.60					Project bid October 13, 2017. Construction in 2018
	New Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
			880.00	640.00			240.00		CONSTR.	880.00			
				Urban Local Roads Program					TOTAL	880.00			
Grand Forks #8 PCN	Grand Forks	Columbia Rd	This converts a rural, 2 lane asphalt road into a 5 lane, curb and gutter concrete roadway including a traffic signal at 47th Ave S. The project limits is between 40th Ave S and 47th Ave S on Columbia Road OBLIGATED										
	Grand Forks	Principal Arterial		\$ 5,467,458.04	\$ 3,920,000.00	\$ -	\$ -	\$ 1,547,458.04					Project bid December 16, 2016. Construction complete
	New Construcion	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
			5,200.00	3,920.00			1,280.00		CONSTR.	5,200.00			
				Urban Local Roads Program					TOTAL	5,200.00			

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				TOTAL	FEDERAL	STATE	OTHER	LOCAL						2017
	Operations	Capital							P.E.	R.O.W.	CONSTR.			
	FUNDING SOURCE	TOTAL												
Grand Forks #9 PCN	Grand Forks	Kennedy Bridge	This project involves rehabbing the Kennedy Bridge	REMARKS: Total is for the whole project ND funding in 2016 Other is MnDOT share; see MN Area listing for breakdown of funding sources, MN is funding FY2017							This project is FY 2016, so the numbers reflect that year. Two year project continues into 2018			
	NDDOT	Principle Arterial		OBLIGATED	\$ 19,053,179.18	\$ 6,948,263.74	\$ 1,637,259.23	\$ 10,467,656.21	\$ -					
	Bridge Replacement	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				P.E.
				19800	0.00	0.00	9900	0.00			0.00	0.00		
				Bridge Program										
Grand Forks #10 PCN	Grand Forks	Intersection	Install pedestrian countdown heads at various intersections with traffic signals	REMARKS:							Procurement project, no bid.			
	Grand Forks	varies		OBLIGATED	\$ 66,635.00	\$ 59,971.50	\$ 4,440.75	\$ -	\$ 2,222.75					
	Safety	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				P.E.
				128.00	116.00	6.00		6.00			128.00	128.00		
				Highway Safety Improvement Program										
Grand Forks #11 PCN	Grand Forks	Intersection	Install additional turn lanes at the intersection of S. Columbia Road and 17th Ave S.	REMARKS:							Project bid October 13, 2017. Construction in 2018			
	Grand Forks	varies		OBLIGATED	\$ 654,475.25	\$ 589,027.73	\$ -	\$ -	\$ 65,447.52					
	Safety	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				P.E.
				596.60	536.94	0.00		59.66			596.60	596.60		
				Highway Safety Improvement Program										

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				TOTAL	FEDERAL	STATE	OTHER	LOCAL					
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					2017			
					FUNDING SOURCE					Operations			
										Capital			
										P.E.			
										R.O.W.			
										CONSTR.			
										TOTAL			
Grand Forks #12 PCN	Grand Forks	DeMers Ave	This project will construct a new multi-use trail along the southside of DeMers Ave between S. 42nd St and S. 48th St.	OBLIGATED	REMARKS: Funded in 2016; construction 2017 at \$809,000							Project bid November 18, 2016. Construction complete	
	Grand Forks	Principal Arterial			\$ 373,046.08	\$ 290,000.00	\$ -	\$ -	\$ 83,046.08	Operations			
	New Construction	Discretionary			TOTAL	0.00	0.00			0.00	Capital		
						Transportation Alternative Program					P.E.		
Grand Forks #13	Grand Forks	I-29	NDDOT is completing preventative maintenance of the high mast lighting structures including luminare replacement, lowering harness upgrades selective pole replacements	OBLIGATED	REMARKS: This project is a region-wide project in the Grand Forks Fargo and Valley City Districts Amount shown is for the MPO area only							Project bid February 3, 2017. Total cost includes all high mast locations in Grand Forks, Fargo and Valley City Districts. Project complete	
NDDOT	Interstate	\$ 3,898,025.56			\$ 3,501,073.48	\$ 396,952.08	\$ -	\$ -	R.O.W.				
Maintenance	Discretionary	TOTAL			239.10	215.00	24.00		0.00	CONSTR.	239.10		
					Interstate Maintnance Program					TOTAL	239.10		
Grand Forks #14	Grand Forks	N. 55th St	This project will construct a new multi-use trail along the eastside of N. 55th St between University Ave and DeMers Ave	OBLIGATED	REMARKS:							Project bid October 13, 2017. Construction in 2018	
	Grand Forks	Minor Arterial			\$ 144,578.50	\$ 117,007.38	\$ -	\$ -	\$ 27,571.12	Operations			
	New Construction	Discretionary			TOTAL	262.00	171.71			90.29	Capital		
											P.E.		
										R.O.W.			
										CONSTR.	262.00		
										TOTAL	262.00		

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										2017				
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
		PROJECT TYPE		FUNDING STATUS						Capital				
Grand Forks #12a PCN	Grand Forks	GF Co. #6	This project will complete a mill and overlay on the segment of GF Co. #6 (Merrifield Road) between GF Co #17 and GF Co. #5 One of six projects being done on GF County Highways	REMARKS: Awarded federal funding late in 2016 Federal funds include advanced construction with payback scheduled annually for 3.5 years Approximately \$50,500 per year is this projects annual share Amended on January 21, 2017							Project bid March 17, 2017. Total cost includes all County segments for the project. Project complete			
	Grand Forks County	County Major Collector		OBLIGATED	\$ 3,842,449.83	\$ 3,080,452.59	\$ -	\$ -	\$ 761,997.24	Operations				
	New Construction	Discretionary	Total of six projects is \$4.39M with federal \$3.1M	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				510.00	408.00			102.00	R.O.W.					
			County Roads Program					CONSTR.	510.00					
				TOTAL					TOTAL	510.00				
			Intentionally left blank	REMARKS:										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					

APPENDIX II

GF/EGF MPO

SELF-CERTIFICATION

**TRANSPORTATION PLANNING PROCESS
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;
- 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 on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the MAP-21 (Pub. L. 109-59) 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

Kenneth Vei
Signature

Chairman
Title

December 20, 2017
Date

North Dakota Department
of Transportation

Signature

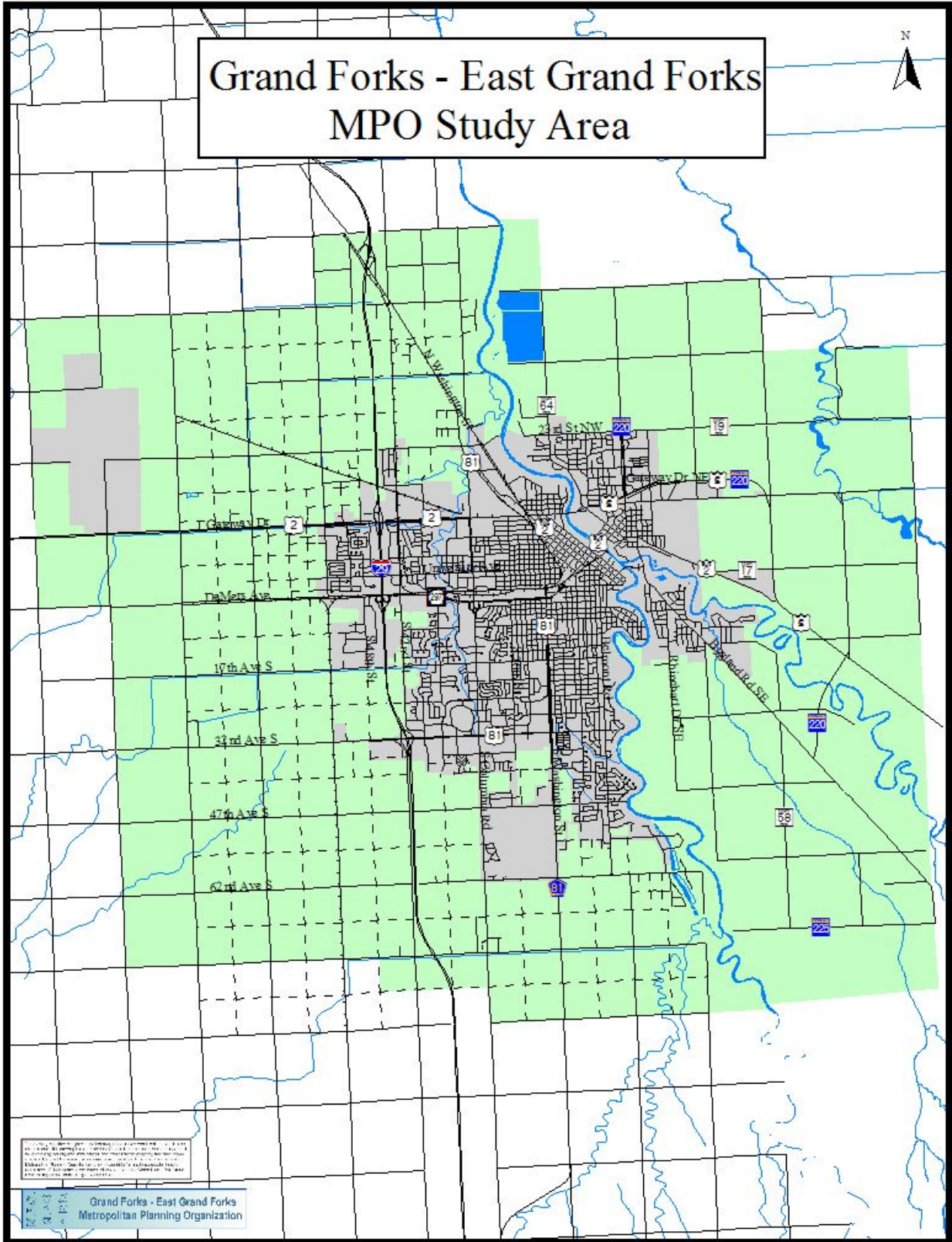
Title

Date

APPENDIX III

GF/EGF MPO AREA
MAP

Grand Forks - East Grand Forks MPO Study Area



APPENDIX IV

PUBLIC PARTICIPATION

Each year, during the preparation of the T.I.P., the MPO begins the T.I.P. 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 MPO have agreed, as allowed by FTA, to have the required transit Program of Projects (P.O.P) be incorporated into the MPO T.I.P. Therefore, no separate P.O.P. document is published. The public notices clearly indicated that the P.O.P. is included in the T.I.P.

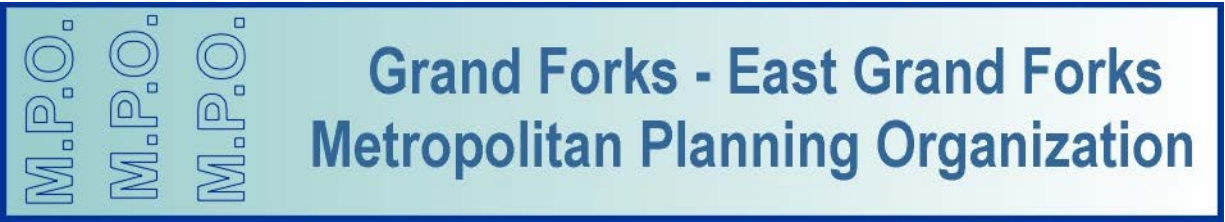
Public meetings were held at various times and dates to invite the public to nominate projects for consideration for funding. Because each state has developed separate timelines for project submission, project nomination meetings begin as early as September, and continue through January. During this 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 and January, separate public meetings were conducted to allow the public to comment upon the list of projects being proposed for the traditional street and highway funds. This meeting concluded with the MPO approving a list of projects to be submitted to both state DOTs for consideration of funding. The MPO also approved the listed projects as being consistent with the MPO's Long Range Transportation Plan.

Furthermore, no public hearing was held to receive comments on a draft list of transportation improvement projects for 2018-2021 for the North Dakota side. Rather, NDDOT published a draft STIP prior to receiving draft TIPs from the three ND MPOs.

The public hearing was scheduled for December 13, 2017, for consideration of a draft final T.I.P. by the MPO Executive Board. No comments were received and the MPO Board approved and adopted the document on December 20, 2017.

Each hearing notice is 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 at the end of this Appendix. In addition, the final T.I.P. documents were posted on the MPO website prior to the public hearing date. A copy of the website showing the final T.I.P. document's availability is attached at the end of this Appendix.



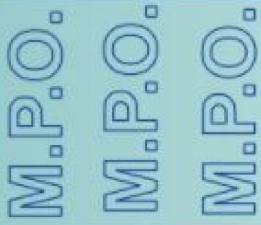
PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Final MPO 2018 to 2021 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on December 13th. The public, particularly special and private sector transportation providers, are encouraged to attend.

The final TIP lists all transportation improvement projects programmed to be completed between the years of 2018 to 2021 on the North Dakota side of the Red River. A separate draft for the Minnesota side was done in August and is available on the MPO website. A copy of the final TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the final TIP can be submitted to either MPO Office until noon on December 13th.

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

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities or with LEP by Earl Haugen of GF-EGFMPO at 701-746-2660. TTY users may use Relay North Dakota 711 or 1-800-366-6888.



Grand Forks - East Grand Forks Metropolitan Planning Organization

- PROJECTS/PLANS/REPORTS TITLE VI/ADA PROGRAM PLAN/FORMS/POLICIES, REPORTS, AND GUIDELINES
- BOARDS AND COMMITTEES TECHNICAL ADVISORY COMMITTEE MEETING AGENDAS/PACKETS
- FINANCE COMMITTEE MEETING AGENDAS/PACKETS MPO EXECUTIVE POLICY BOARD MEETING AGENDAS/PACKETS
- EAST GRAND FORKS POPULATION ESTIMATES GRAND FORKS POPULATION ESTIMATE ABOUT THE MPO
- CONTACT US MINUTES MPO STAFF JOB OPPORTUNITIES/INTERNSHIPS

PROJECTS/PLANS/REPORTS



- **NEW** [2045 STREET/HIGHWAY ELEMENT](#)
 - 2045 Street/Highway Element Open House

- **NEW** [DRAFT FINAL 2018-2021 NORTH DAKOTA SIDE T.I.P.](#)
 - Public Hearing Notice – December 13, 2017

- **NEW** [FINAL 2018-2021 MINNESOTA SIDE T.I.P.](#)
 - Public Hearing Notice – August 9, 2017