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Grand Forks - East Grand Forks
Metropolitan Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM

2020 - 2023

August, 2019

FISCAL YEARS 2020 - 2023

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
GRAND FORKS - EAST GRAND FORKS
METROPOLITAN AREA

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

METROPOLITAN PLANNING ORGANIZATION
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Dr. Michael Brown

REPRESENTING:
MAYOR OF GRAND FORKS
Non-voting Ex Officio

Steve Gander

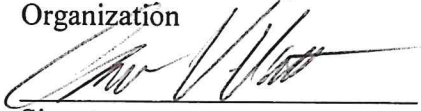
REPRESENTING:
MAYOR OF EAST GRAND
FORKS
Non-voting Ex Officio

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

The Grand Forks – East Grand Forks 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 on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the FAST (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in USDOT funded planning projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

GF-EGF MPO
Metropolitan Planning
Organization



Signature

Clarence Vetter

Chair

8-21-19

Date

North Dakota Department
of Transportation



Signature

8-23-19

Director

Paul M. Benning

Date

METROPOLITAN PLANNING ORGANIZATION
CERTIFICATION STATEMENT

In accordance with the Fixing America's Surface Transportation Act (FAST Act), the:

Grand Forks/East Grand Forks Metropolitan Planning Organization

has made a self-certification in their FY 2020-2023 Transportation Improvement Program (TIP) that its planning process addresses the major issues facing the metropolitan area and is conducted in accordance with the applicable requirements of:

1. 23 USC 134, 49 USC 5303 and 23 CFR 450;
2. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 USC regarding the prohibition of discrimination on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The Minnesota Department of Transportation (MnDOT), on behalf of the State of Minnesota, concurs with the MPO's self-certification statement.

Ed Idzorek

Digitally signed by Ed Idzorek
Date: 2019.09.03 09:16:40 -05'00'

Ed Idzorek

Director, Office of Transportation System Management

**A RESOLUTION APPROVING FY 2020 - FY 2023
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 August 14, 2019.

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 2020 to FY 2023 program period as being consistent with the Metropolitan Transportation Plan and the area's plans and program included therein.

8-21-19

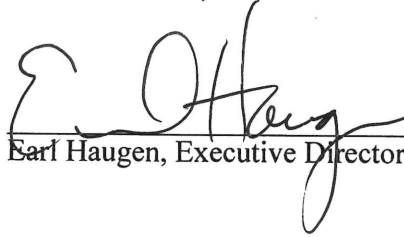
Date



Clarence Vetter, Chairman

8/21/19

Date



Earl Haugen, Executive Director

**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 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.

8/21/19
Date



Clarence Vetter
Chairman



Earl T. Haugen,
Executive Director

TABLE OF CONTENTS

	<u>PAGE</u>
TRANSPORTATION IMPROVEMENT PROGRAM	1
INTRODUCTION	1
GRAND FORKS AREA PROJECT LISTINGS	22
Programmed Projects	23
EAST GRAND FORKS AREA PROJECT LISTINGS.....	36
Programmed Projects	37
ILLUSTRATIVE PROJECT LISTINGS.....	45
PERFORMANCE BASED PLANNING and PROGRAMMING	48
APPENDIX I – FY-2017 PROJECT STATUS/ OBLIGATIONS.....	51
APPENDIX II – SELF-CERTIFICATION.....	63
APPENDIX III – GF/EGF MPO STUDY AREA	65
APPENDIX IV – PUBLIC PARTICIPATION.....	67
APPENDIX V – MINNESOTA PROJECTS IND ATIP FORMAT.....	72

INTRODUCTION

The draft 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 2020-2023 TIP is submitted under the Fixing America's Surface Transportation (FAST). 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 2020 are considered the Annual Element, and Program Years 2021, 2022 and 2023 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 2020-2023 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 2045 Metropolitan 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 Metropolitan 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 2045.

Transit Section

The Transit Section establishes the long-range public-transportation-system improvement strategy. This section is found in the MPO's Transit Development Plan, which is one Element of the MPO's Metropolitan Transportation 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. 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, 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. Grand Forks has a long history of requiring the construction of sidewalks in all new developments in the City, which has lead 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 also recently updated the ADA ROW Transition Plan for the East Grand Forks. 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.

PLANNING FACTORS

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:

MnDOT has a project programed at the intersection of US2 and US2B in East Grand forks to address crashes, some of which involve agricultural vehicles. Grand Forks will be using HSIP funds to replace all school cross walk beacons throughout the City.

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:

All street projects included provisions for pedestrian and bicyclists. All fixed route transit vehicles are purchased with bike racks attached. East Grand Forks will be installing a sidewalk and crosswalk to provide a facility for students to get to and from S. Pointe Elementary School.

The purchase of additional transit vehicles will add additional options for transit dependent people to use, and will provide additional capacity during peak periods.

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. The replacement of the Washington St underpass of the mainline BNSF railline will allow the roadway to be widened to better operate for the all transportation users involved.

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. In particular, the construction of a roundabout at the intersection of Bygland Road and Rhinehart Drive will promote better traffic operations.

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

Several projects programmed in the TIP support this factor. The University of North Dakota will have two projects programmed that will preserve the major streets leading into the east end of campus. University Ave will have a mill and overlay project and N. Columbia Road will be reconstructed between the northend of the overpass and just north of University Ave.

Factor 9 - Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation:

The replacement of the Washington Underpass includes the updating of the storm water lift station. Currently, the underpass can be temporarily flooded during very heavy rains, this upgrade should assist in alleviating those instances.

Factor 10 – Enhancing Travel and Tourism:

The reconstruction of N. Columbia Road preserves a major roadway leading to one of the major tourism sites in the State of North Dakota – The Ralph Englestead Arena.

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).

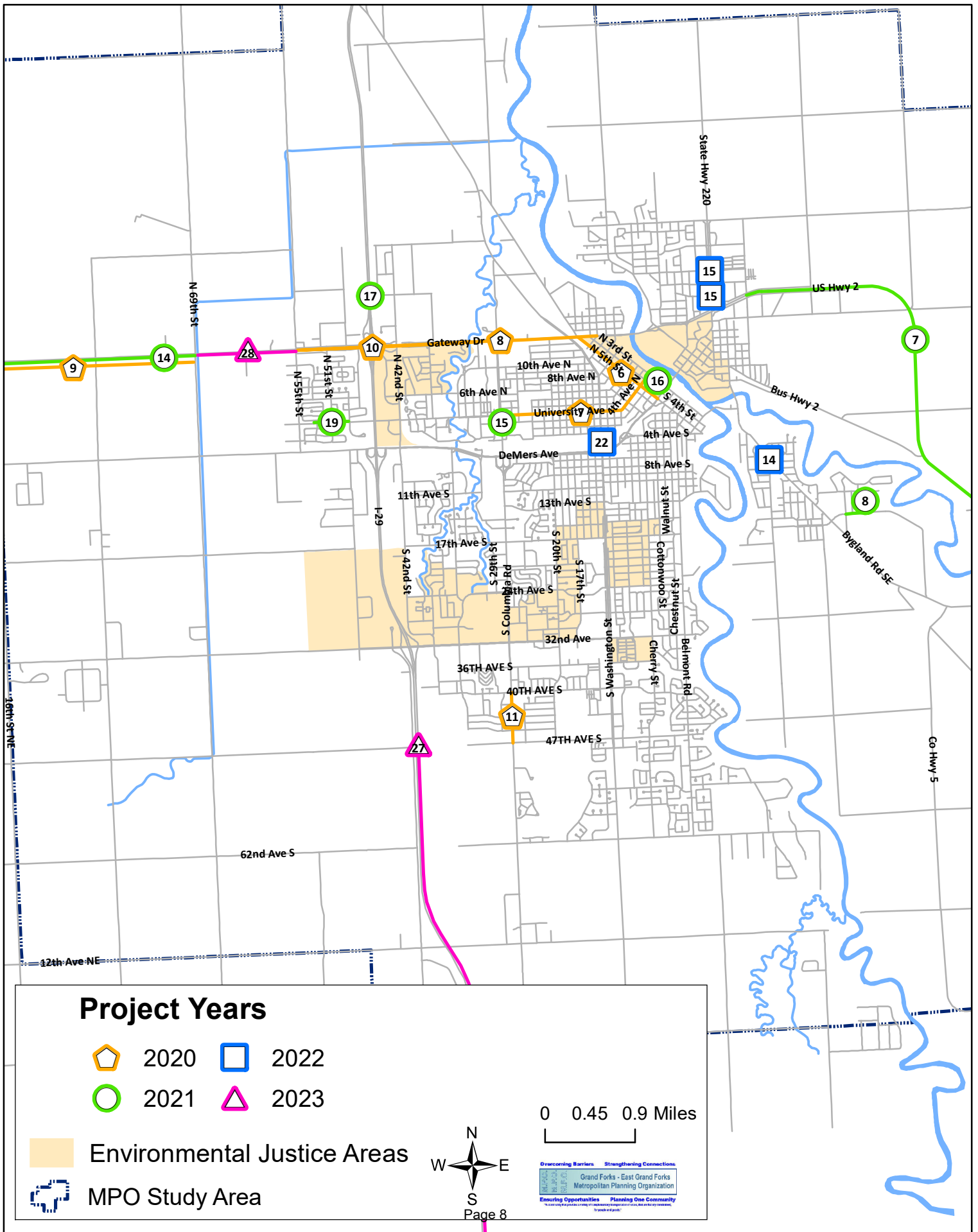
Map 1 displays the locations of the 2020-2023 TIP projects and their spatial relationship to metropolitan populations (census block groups) that have been identified as MLIPs. A situation of particular concern from an EJ standpoint would be a grouping of projects in or around a MLIP, or a particular 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 2020-2023 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.

There are five (5) projects in the 2020-2023 TIP that either border or are partially within an identified EJ neighborhood. The Projects are:

- Project #6 will benefit the EJ neighborhood by improving the pavement surface of the N. 5th St (USBUS2).
- Project #8 involves the safety improvements at traffic signals, some of which will be beneficial to EJ neighborhoods.
- Project #10 will benefit the EJ neighborhood by improving the traffic signal for the SE off ramp to improve traffic flow from queuing for too long.
- Project #16 will benefit the EJ neighborhood by reconstructing the street and enhancing the multi-modal facilities of the N. 3rd St.
- Project #xx involves the replacement of school crossing beacons, some of which will be beneficial to EJ neighborhoods.

2020- 2023 Transportation Improvement Program



FEDERAL URBAN ASSISTANCE AND FINANCIAL FUNDING SOURCE SUMMARY

The TIP covers the four-year period of 2020 through 2023. The TIP is updated annually so the revenues and expenditures are updated at least once. Amendments may occur periodically in-between the annual updates. The total revenues and expenditures programmed in this four-year TIP represent an investment of:

- **\$100 Million total**
 - **\$72 Million in federal funds**
 - **\$12 Million in state highway funds**
 - **\$5 Million in other state transportation funds**
 - **\$11 Million in local funds.**

EAST GRAND FORKS, MINNESOTA

Highway Funding

The City of East Grand Forks, through the MPO, continues to work with the Minnesota Department of Transportation through the designated Area-wide Transportation Partnership¹ (ATP) to develop the list of transportation capital and operating assistance projects. Local funding for East Grand Forks projects has been assured by the City Administrator's Office.

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 for capital items is received. 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, which provides adequate time to seek out alternative revenue sources to eliminate funding shortfalls. This provides the City with a long-range view of capital needs. However, on an annual basis, the City 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.

¹The Areawide Transportation Partnership is the local committee designated by MnDOT with the responsibility for the development of the Area Transportation Improvement Program for northwestern Minnesota. The Committee consists of the representatives from regional development commissions, counties, cities, MnDOT, transit operators, Bureau of Indian Affairs, and the MPO.

In ATP Area II (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.

The Area II 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 is scheduled to receive federal funding in 2022 for City Sub-Target allocations.

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

Bikeway Funding

Similar to highway funding, bikeway improvements are funded with ATP STP Transportation Alternative Program funds. The ATP sub-targets around \$400,000 per year for the region to compete for. 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 (formally Section 9) Operating Assistance, Minnesota State Aid, farebox revenues, and local funding from the City's General Fund.

Minnesota 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.

Table #1				
Minnesota Side Funding Sources				
(shown in \$1,000)				
TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$16,170.75	\$10,303.00	\$2,305.00	\$2,719.00	\$735.75

TABLE 2					
Minnesota Side Finances by Year					
Revenues					
<i>(shown in \$1,000)</i>					
		2020	2021	2022	2023
Transit	Operations	\$691.00	\$709.00	\$629.00	\$752.00
Transit	Capital	\$200.00	\$165.00	\$430.00	\$0.00
Street	P.E.	NA	NA	\$150.00	NA
Street	R.O.W.	NA	NA	\$62.00	NA
Street	CONSTR.	NA	\$10,408.75	\$1,711.00	NA
	TOTAL	\$891.00	\$11,282.75	\$3,144.00	\$752.00
Expenditures					
<i>(shown in \$1,000)</i>					
		2020	2021	2022	2023
Transit	Operations	\$691.00	\$709.00	\$629.00	\$752.00
Transit	Capital	\$200.00	\$165.00	\$430.00	\$0.00
Street	P.E.	NA	NA	\$150.00	NA
Street	R.O.W.	NA	NA	\$62.00	NA
Street	CONSTR.	NA	\$10,408.75	\$1,711.00	NA
	TOTAL	\$891.00	\$11,282.75	\$3,144.00	\$752.00

GRAND FORKS, NORTH DAKOTA

Highway Funding

All projects shown for Grand Forks for the first year (Annual Element) of the 2020-2023 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 3. Funding revenues and expenditures are shown in Table 4. The individual project listing shows the actual project cost and funding splits.

The City of Grand Forks annually compares the total amount of requests with anticipated revenues in addition to giving consideration to long-term commitments. Capital programming is for six years.² 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.

Table #3				
North Dakota Side Funding Sources				
<small>(shown in \$1,000)</small>				
TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$85,615.65	\$62,699.04	\$9,800.27	\$3,097.85	\$10,015.41

The City 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.

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; so 20 years of collection.

²The first year of the 6-year Capital Improvements is incorporated into the following year's budget.

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.

TABLE #4					
North Dakota Side Finances by Year					
Revenues					
(shown in \$1,000)					
		2020	2021	2022	2023
Transit	Operations	\$3,040.00	\$3,120.00	\$3,198.00	\$3,277.95
Transit	Capital	\$1,127.70	\$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.	\$22,704.00	\$28,873.00	\$17,600.00	\$2,630.00
	TOTAL	\$26,871.70	\$32,008.00	\$20,813.00	\$5,922.95
Expenditures					
(shown in \$1,000)					
		2020	2021	2022	2023
Transit	Operations	\$3,040.00	\$3,120.00	\$3,198.00	\$3,277.95
Transit	Capital	\$1,127.70	\$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.	\$22,704.00	\$28,873.00	\$17,600.00	\$2,630.00
	TOTAL	\$26,871.70	\$32,008.00	\$20,813.00	\$5,922.95

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 have 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 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.

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 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: 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 Study 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 Study 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

The revenue sources are basically 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 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 #5							
				Operations and Maintenance Financial Plan							
				Federal Aid System							
				REVENUES		Year	Year	Year	Year		
						2020	2021	2022	2023		
Minnesota Federal Aid System											
	MnDOT			\$	260,537	\$	268,353	\$	276,404	\$	284,696
	East Grand Forks		total	\$	212,473	\$	218,847	\$	225,413	\$	232,175
		General Fund		\$	201,399	\$	207,441	\$	213,664	\$	220,074
		Fees		\$	11,074	\$	11,406	\$	11,748	\$	12,101
				EXPENDITURES		Year	Year	Year	Year		
						2020	2021	2022	2023		
Minnesota Federal Aid System											
	MnDOT			\$	260,537	\$	268,353	\$	276,404	\$	284,696
	City of East Grand Forks			\$	200,276	\$	206,284	\$	212,473	\$	218,847
				REVENUES		Year	Year	Year	Year		
						2020	2021	2022	2023		
North Dakota Federal Aid System											
	NDDOT			\$	545,610	\$	561,978	\$	578,838	\$	596,203
	Grand Forks		total	\$	569,262	\$	586,340	\$	603,930	\$	622,048
		Mill Levy		\$	415,618	\$	428,087	\$	440,929	\$	454,157
		Gas Tax		\$	153,644	\$	158,253	\$	163,001	\$	167,891
				EXPENDITURES		Year	Year	Year	Year		
						2020	2021	2022	2023		
North Dakota Federal Aid System											
	NDDOT			\$	545,610	\$	561,978	\$	578,838	\$	596,203
	City of Grand Forks			\$	569,262	\$	586,340	\$	603,930	\$	622,048

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 first, and Minnesota projects second. Projects include all modes and are listed in priority by year.

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. In addition, separate listings by “Responsible Agency” (Grand Forks, East Grand Forks, NDDOT, and MnDOT) have been combined into sub-area listings for the Grand Forks and East Grand Forks Areas. An explanation of each item title follows.

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; 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 formally known as Transportation Alternatives Program (TAP)
- 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.

Minnesota County State Aid

The State of Minnesota has established a system of state-aided highways, which may or may not be part of the federal assistance system. Projects located on the federal/state-aid system may be funded by federal dollars with state-aid revenue utilized as local matching funds. Projects off the federal assistance system may be funded entirely with Minnesota County State Aid Funds provided it is on a county state highway.

Minnesota Urban State Aid

Similar to Minnesota State Aid, this is funding allocated to cities in Minnesota for maintenance, construction, or reconstruction of local streets.

The following are relevant to highway, enhancement, bridge, or safety projects:

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. In Minnesota, federal highway is primarily distributed on a competitive basis.

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. In Minnesota, Surface Transportation Program funding and Sections #5309 and #5311 monies are used for the purchase of capital items and are distributed on a competitive basis.

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 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
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, 2019 to December 31, 2019 (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 UND Contributes \$180,000 for August Shuttle service										
	Grand Forks	Operations							Operations	3,040.00				
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				3,040.00	1,159.00	260.00	745.00	876.00	CONSTR.					
				FTA 5307 (50/50)					TOTAL	3,040.00				
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital							Operations					
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	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: Net Operating is shown <u>before</u> , Fed, State & Local Matching Funds are applied.										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE EXPENDITURES					
										ELEMENT	2020	2021	2022	2023		
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					TOTAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	
Grand Forks #3 No PCN	Grand Forks	NA	Rehab/Rebuild bus shelters; Rehab/Renovate "Bus Barn" and purchase various equipment.		REMARKS: Awarded July 26, 2019											
	Grand Forks	Operating														
	Fixed Route	Discretionary														
					867.50	694.00			173.50		867.50					
					FTA #5339 Capital					TOTAL	867.50					
Grand Forks #4 No PCN	Grand Forks	NA	purchase 4 replacemnt vans for demand response		REMARKS: Awarded July 26, 2019											
	Grand Forks	Operating														
	Fixed Route Paratransit and/or Senior Service	Discretionary														
					154.00	123.20			30.80		154.00					
					FTA #5310					TOTAL	154.00					
Grand Forks #5 No PCN	Grand Forks	NA	Funding to continue the Mobility Manager position		REMARKS: Awarded July 26,2019											
	Grand Forks	Operating														
	Fixed Route Paratransit and/or Senior Service	Discretionary														
					91.20	73.00			18.20		91.20					
					FTA #5310					TOTAL	91.20					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
										2020	2021	2022	2023			
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.
							FUNDING SOURCE					TOTAL				
Grand Forks #6			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:							
PCN 21842	NDDOT	Minor Arterial														
	Minor Rehabilitation	Discretionary														
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
					1,046.00	846.00	95.00		105.00		1,046.00					
					Urban Regional Secondary Roads Program					TOTAL	1,046.00					
Grand Forks #7	Grand Forks	University Ave	Pavement preservation work tentatively described as a mill and overlay between State Road and N. 3th St.	REMARKS:												
PCN 22372	Grand Forks	Minor Arterial														
	Rehabilitation	Discretionary														
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
					3,461.00	2,459.00			1,002.00		3,461.00					
					Urban Roads Program					TOTAL	3,461.00					
Grand Forks #8	Grand Forks	Gateway Dr.	Install red light running confirmation lights to the traffic signal on Gateway Dr. Safety projects on various corridors to install backplates and leading pedestrian timing	REMARKS:												
PCN	Grand Forks	Principal Arterial														
	Safety	Discretionary														
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
					398.00	359.00	3.00	0.00	36.00		398.00					
					Highway Safety Improvement Program					TOTAL	398.00					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
			FUNDING SOURCE					Capital						
								P.E.						
								R.O.W.						
								CONSTR.						
								TOTAL						
Grand Forks #9 PCN 21982	Grand Forks	US #2	The entails concrete overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Project is on eastbound lane	REMARKS: Eastern three miles in the MPO Study Area										
	NDDOT	Principal Arterial		Amount in the MPO Study area is 4,700,000 with federal amount of \$3,760,000.					Operations					
	Pavement Rehab	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				17,240.00	13,952.00	3,288.00	0.00	0.00	CONSTR.	17,240.00				
				Urban Regional Primary Roads Program					TOTAL	17,240.00				
Grand Forks #10 PCN 22437	Grand Forks	Interstate 29	Install ITS equipment for SE ramp traffic queing concern at the Gateway Dr (US2) Interchange	REMARKS:										
	NDDOT	Interstate 29		Operations										
	Safety	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				100.00	90.00	10.00	0.00	0.00	CONSTR.	100.00				
				Highway Safety Improvement Program					TOTAL	100.00				
Grand Forks #11 PCN	Grand Forks	S. Columbia Rd	Construction of a multi-use trail along S. Columbia Road between 40th Ave S and 47th Ave S	REMARKS:										
	Grand Forks	Principal Arterial		Operations										
	New Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				459.00	290.00	0.00	0.00	169.00	CONSTR.	459.00				
				Transportation Alternative Program					TOTAL	459.00				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	
				FUNDING SOURCE					TOTAL					
Grand Forks #12 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 \$265,250 East Grand Forks contract payment is shown as other UND contributes \$370,000 for Shuttle service full year										
	Grand Forks	Operations												
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			
				3,120.00	1,188.00	268.00	765.00	898.00						
				FTA 5307 (50/50)										
Grand Forks #13 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital												
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL			
				15.00	12.00	0.00	0.00	3.00						
				FTA 5307 (80/20)										
				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 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
				FUNDING SOURCE					CONSTR.						
										TOTAL					
Grand Forks #14 PCN 21981	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Work is on westbound lane	REMARKS: Eastern three miles in the MPO Study Area Amount in the MPO Study area is 4,800,000 with federal amount of \$3,850,000.											
	NDDOT	Principal Arterial		Operations											
	Reconstruction	Discretionary		R.O.W.											
				CONSTR.											
Urban Regional Primary Roads Program										TOTAL					
Grand Forks #15 No PCN	Grand Forks	N. Columbia Rd	Reconstruct the segment of N. Columbia Road between the northend of the Columbia Road Overpass to just north of the University Ave. intersection	REMARKS:											
	Grand Forks	Principle Arterial		Operations											
	Reconstruction	Discretionary		R.O.W.											
				CONSTR.											
Urban Roads Program										TOTAL					
Grand Forks #16 PCN 22515	Grand Forks	N. 3rd St	reconstruct N. 3rd St between DeMers and University Avenue wi curb bulb-outs, landscaping, aesthetic lighting and other enhancements	REMARKS: Governor's Main Street Program award											
	Grand Forks	Minor Arterial		Operations											
	Reconstruction	Discretionary		R.O.W.											
				CONSTR.											
Urban Program										TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
Grand Forks #17 PCN 22,496.00	Grand Forks	US #2	Project entails repainting of the bridge structure of I29 north of the Gateway Dr Interchange	REMARKS:										
	NDDOT	Principal Arterial												
	Rehabilitation	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				432.00	389.00	43.00	0.00	0.00	CONSTR.		432.00			
				Urban Regional Primary Roads Program					TOTAL		432.00			
Grand Forks #18 No PCN	Grand Forks	varies	Replace school flashing beacons at various locations throughout Grand Forks	REMARKS:										
	Grand Forks	varies												
	Safety	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				700.00	630.00			70.00	CONSTR.		700.00			
				Highway Safety Improvement Program					TOTAL		700.00			
Grand Forks #19 PCN	Grand Forks	University Ave	Construction of multi-use trail along University Avenue between N. 48th St to mobile home park entrance	REMARKS:										
	Grand Forks	Principal Arterial												
	New Construction	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				412.00	290.00	0.00	0.00	122.00	CONSTR.		412.00			
				Transportation Alternatives Program					TOTAL		412.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT				FUTURE EXPENDITURES				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2020	2021	2022	2023	2020	2021	2022	2023	
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					Operations								
					Capital													
					P.E.													
					FUNDING SOURCE					R.O.W.								
										CONSTR.								
										TOTAL								
Grand Forks #20 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, 2021 to December 31, 2021 (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 UND contributes \$380,000 for Shuttle service full year														
	Grand Forks	Operations							Operations				3,198.00					
	Fixed-Route Transit Service	Entitlement		Excludes FTA Programs 5309 and 5310 costs					Capital				NA					
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA			
						3,198.00	1,217.70	274.70	784.13	920.45	CONSTR.				NA			
					FTA 5307 (50/50)					TOTAL				3,198.00				
Grand Forks #21 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:														
	Grand Forks	Capital		NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.					Operations				NA					
	Fixed-Route Transit Service	Entitlement							Capital				15.00					
						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:														
				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 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #22 PCN 22167	Grand Forks	N. Washington	Reconstruct the underpass of the BNSF railway on N. Washington St (US 81B) just north of the intersection with DeMers Ave (ND297)	REMARKS: Aproximately 50% funding through Regional Urban and other 50% funding through Rural Program										
	NDDOT	Principle Arterial		Operations										
	Bridge Reconstruct	Discretionary		Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				17,600.00	14,244.00	1,596.00		1,760.00	CONSTR.			17,600.00		
				Urban Regional Secondary Roads Program					TOTAL			17,600.00		
Grand Forks #23 PCN			Intentionally left blank	REMARKS:										
				Operations										
				Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #24 PCN ??			Intentionally left blank	REMARKS:										
				Operations										
				Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #25 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, 2022 to December 31, 2022 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$285,250 East Grand Forks contract payment is shown as other UND contributes \$390,000 for Shuttle service full year										
	Grand Forks	Operations												3,277.95
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					NA
				3,277.95	1,248.14	281.57	803.73	943.46	CONSTR.					NA
				FTA 5307 (50/50)					TOTAL					3,277.95
Grand Forks #26 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital												NA
	Fixed-Route Transit Service	Entitlement	NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	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 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
								Capital						
			FUNDING SOURCE					R.O.W.						
								CONSTR.						
								TOTAL						
Grand Forks #27 PCN	Grand Forks	I29	CPR, grinding of I29 near the 32nd Ave S Interchange and southward to Thompson Interchange. Both directions	REMARKS: STIP has listed as two separate projects 3 miles is within MPO Study area										
	NDDOT	Interstate		Operations										
	Rehabilitation	Discretionary		Capital										
				P.E.										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
			2,062.00	1,856.00	206.00	0.00	0.00	CONSTR.	2,062.00					
			Interstate Maintenance Program					TOTAL	2,062.00					
Grand Forks #28 PCN 22167	Grand Forks	US2	Project entails mill and overlay and a chip seal of US2 between N. 69th St and N. 55th St.	REMARKS:										
	NDDOT	Principal Arterial		Operations										
	Rehabilitation	Discretionary		Capital										
				P.E.										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
			568.00	454.00	114.00	0.00	0.00	CONSTR.	568.00					
			Urband Regional Secondary Roads Program					TOTAL	568.00					
Grand Forks #29 PCN ??			Intentionally left blank	REMARKS:										
				Operations										
				Capital										
				P.E.										
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
								CONSTR.						
								TOTAL						

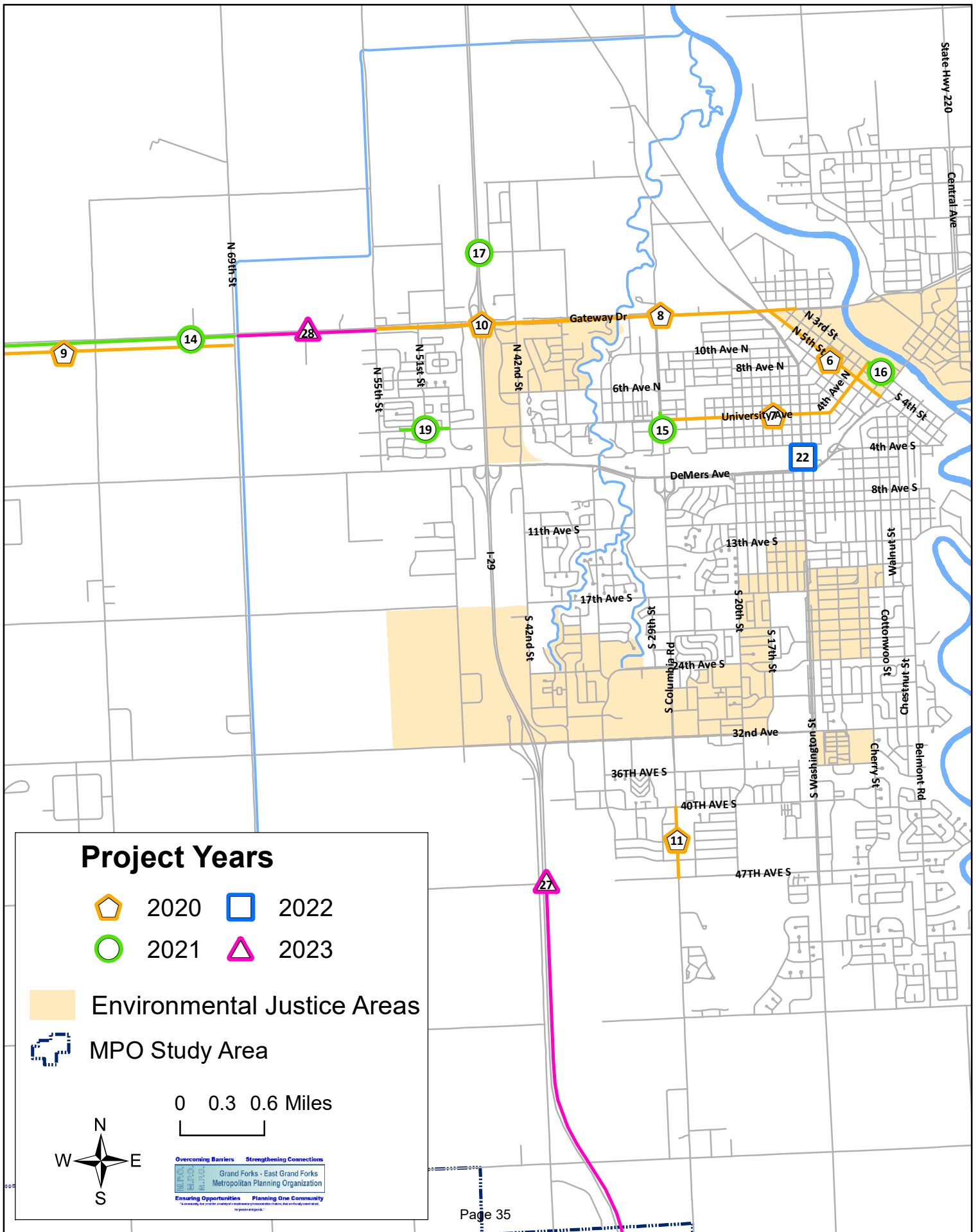
GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020 - 2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
		FUNDING SOURCE					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
			Grand Forks Totals											
									3,040.00	3,120.00	3,198.00	3,277.95		
									1,127.70	15.00	15.00	15.00		
									0.00	0.00	0.00	0.00		
									0.00	0.00	0.00	0.00		
				85,615.65	62,699.04	9,800.27	3,097.85	10,015.41	22,704.00	28,873.00	17,600.00	2,630.00		
									26,871.70	32,008.00	20,813.00	5,922.95		

2020- 2023 ND Transportation Improvement Program



EAST GRAND FORKS PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020-2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	R.O.W.	CONSTR.	TOTAL	TOTAL	TOTAL	TOTAL		
		CONSTR.														
East Grand Forks #1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route 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). TRF-0018-20B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$500,000 Estimated fare is \$10,000 Other is MN Transit Formula Funds												
	East Grand Forks	Operations		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	R.O.W.	CONSTR.	TOTAL				
	Fixed-Route Transit Service	Entitlement		592.00	120.00	0.00	392.00	70.00	Capital	NA	NA	NA	592.00			
				FTA 5307					TOTAL	592.00						
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2020 to December 31, 2020. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates). TRF-0018-20A	REMARKS: Contract demand response service Estimated fare is \$18,000 Other is MN Transit Formula Funds												
	East Grand Forks	Operations		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	R.O.W.	CONSTR.	TOTAL				
	Paratransit Service for Disabled Persons	Entitlement		101.00	0.00	0.00	71.00	12.00	Capital	NA	NA	NA	101.00			
				State Transit Funds					TOTAL	101.00						
East Grand Forks #3	East Grand Forks	NA	As partnership in the CAT system, assist the purchase of support equipment and/or facilities equipment TRF-0018-20C	REMARKS: Local is from City of Grand Forks												
	East Grand Forks	Operations		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	R.O.W.	CONSTR.	TOTAL				
	Fixed-Route Transit Service	Entitlement		200.00	160.00	0.00	0.00	40.00	Capital	NA	NA	200.00				
				FTA #5307					TOTAL	200.00						

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
FUNDING SOURCE									TOTAL					
East Grand Forks #7	East Grand Forks	US 2	WBL - FROM 5TH AVE NW (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING Project # 6001-61	REMARKS: Likely can include alternative concepts currently being considered in US 2 Study										
	MnDOT	Principal Arterial			Operations		0.00							
					Capital		0.00							
					P.E.		NA							
	Rehabilitation	Discretionary			TOTAL	10,200.00	8,160.00	2,040.00	0.00	0.00	R.O.W.		NA	
District Managed Program									CONSTR.		10,200.00			
									TOTAL		10,200.00			
East Grand Forks #8	East Grand Forks	19th Ave SE	construct a safe routes to school sidewalk 20th Ave SE starting at 10th St SE and 13th St SE and along 13th St SE to connect to school Project # 119-591-006	REMARKS:										
	East Grand Forks	Local			Operations		0.00							
					Capital		0.00							
					P.E.		NA							
	Construction	Discretionary			TOTAL	171.25	137.00	0.00	0.00	34.25	R.O.W.		NA	
NWATP TA funds									CONSTR.		171.25			
									TOTAL		171.25			
East Grand Forks #9	East Grand Forks	NA	Safe Routes to School educational and encouragement funding for a three year period Project # 119-591-007	REMARKS: Agreement between East Grand Forks and SafeKids GF										
	East Grand Forks	NA			Operations		0.00							
					Capital		0.00							
					P.E.		NA							
	Safety	Discretionary			TOTAL	37.50	30.00		0.00	7.50	R.O.W.		NA	
NWATP TA funds									CONSTR.		37.50			
									TOTAL		37.50			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020-2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE							
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES							
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2020	2021	2022	2023					
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	2020	2021	2022	2023					
									P.E.									
									R.O.W.									
									CONSTR.									
									TOTAL									
East Grand Forks #10	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route 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, 2022 to December 31, 2022 (Costs for fixed-route service are estimates). TRF-0018-22B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$530,000 Estimated fare is \$10,000 Other is MN Transit Formula Funds														
	East Grand Forks	Operations											624.00					
	Fixed-Route Transit Service	Entitlement											0.00					
													NA					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA						
				624.00	120.00	0.00	420.00	74.00	CONSTR.			NA						
									FTA 5307					TOTAL			624.00	
East Grand Forks #11	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2022 to December 31, 2022. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates). TRF-0018-22A	REMARKS: Contract demand response service Estimated fare is \$18,000 Other is MN Transit Formula Funds														
	East Grand Forks	Operations											106.00					
	Paratransit Service for Disabled Persons	Entitlement											0.00					
													NA					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA						
				106.00	0.00	0.00	75.00	13.00	CONSTR.			NA						
									State Transit Funds					TOTAL			106.00	
East Grand Forks #12	East Grand Forks	NA	Purchase Class 500 replacement vehicle for Demand Response ** 165,000 with 4% increase TRS-0018-22T	REMARKS: Flex STPBG from FHWA Other is MN Transit Formula Funds														
	East Grand Forks	Operations											0.00					
	Paratransit Service for Disabled Persons	Entitlement											180.00					
													NA					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA						
				180.00	144.00		36.00	0.00	CONSTR.			NA						
									Flexed STP Funds					TOTAL			180.00	

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020-2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									Capital	P.E.	R.O.W.	CONSTR.		
FUNDING SOURCE									TOTAL					
East Grand Forks #13	East Grand Forks	NA	As partnership in the CAT system, assist the purchase of card vending machines for CAT riders to lessen the demand of cash or tickets	REMARKS: Other is City of Grand Forks										
	East Grand Forks	Capital							Operations					
	Fixed-Route Transit Service	Entitlement							Capital				250.00	
				P.E.										
			TRF-0018-22D	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				250.00	200.00	0.00	50.00	0.00	CONSTR.					
				FTA 5307					TOTAL			250.00		
East Grand Forks #14	East Grand Forks	Bygland Rd	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout	REMARKS: Other costs are non-construction costs Other Revenue is MN State Aid										
	East Grand Forks	Minor Arterial							OTHER				162.00	
	Reconstruction	Discretionary							Operations					
				Capital										
			Project # 119-119-013	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			62.00		
				1,670.00	860.00		650.00	160.00	CONSTR.			1,296.00		
				NWATP City Sub-target					TOTAL			1,670.00		
East Grand Forks #15	East Grand Forks	Mn220 N	Project entails refurbishing traffic signals at intersection with 14th St NW, make ped improvements at intersection of US 2 and at 17th St NW; includes signal enhancements. at interswecion with US2	REMARKS:										
	MnDOT	Minor Arterial							Operations					
	Rehabilitation	Discretionary							Capital					
				P.E.										
			Project #6017-44	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				415.00	0.00	265.00	0.00	150.00	CONSTR.			415.00		
				District Managed Program					TOTAL			415.00		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020-2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2020	2021	2022	2023	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
										Capital				
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #16	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route 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, 2023 to December 31, 2023 (Costs for fixed-route service are estimates). TRF-0018-23B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$545,000 Estimated fare is \$10,000 Other is MN Transit Formula Funds										
	East Grand Forks	Operations											642.00	
	Fixed-Route Transit Service	Entitlement											0.00	
													NA	
													NA	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
				642.00	120.00	0.00	437.00	77.00	CONSTR.			NA		
				FTA 5307					TOTAL				642.00	
East Grand Forks #17	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2023 to December 31, 2023. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates). TRF-0018-23A	REMARKS: Contract demand response service Estimated fare is \$18,000 Other is MN Transit Formula Funds										
	East Grand Forks	Operations											110.00	
	Paratransit Service for Disabled Persons	Entitlement											0.00	
													NA	
													NA	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
				110.00	0.00	0.00	78.00	14.00	CONSTR.			NA		
				State Transit Funds					TOTAL				110.00	
East Grand Forks #18			Intentionally left blank	REMARKS:										
													0.00	
													NA	
													NA	
													NA	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
									CONSTR.			NA		
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2020-2023

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2020	2021	2022	2023	
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
			East Grand Forks TOTALS											
									OTHER			162.00		
									Operations	693.00	709.00	730.00	752.00	
									Capital	200.00	165.00	430.00	0.00	
									P.E.			150.00	NA	
									R.O.W.			62.00	NA	
				16,172.75	10,303.00	2,305.00	2,719.00	735.75	CONSTR.		10,408.75	1,711.00	NA	
									TOTAL	893.00	11,282.75	3,245.00	752.00	

2020- 2023 MN Transportation Improvement Program



ILLUSTRATIVE PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

Illustrative Projects

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Pending Year	
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					Operations	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				FUNDING SOURCE					CONSTR.		
				TOTAL							
Grand Forks #1 No PCN	Grand Forks	varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks	REMARKS: NDDOT has identified this as a "PENDING" project for FY2022, meaning funds are not secured or not within the fiscally constrained program of projects. If funding does become available, the TIP will need to be amended.							
	Grand Forks	varies		Operations	NA						
	ITS Rehab	Discretionary		Capital	NA						
				P.E.	NA						
				TOTAL	3,100.00	2,280.00	0.00	0.00	820.00	R.O.W.	
				CONSTR.						3,100.00	
				TOTAL							
Grand Forks #2 No PCN	Grand Forks	varies	The NDDOT will rehab traffic signals on the Urban Regional Roads system throughout Grand forks	REMARKS: NDDOT has identified this as a "PENDING" project for FY2022, meaning funds are not secured or not within the fiscally constrained program of projects. If funding does become available, the TIP will need to be amended.							
	NDDOT	varies		Operations							
	ITS Rehab	Discretionary		Capital							
				P.E.							
				TOTAL	6,200.00	4,960.00	914.00		326.00	R.O.W.	
				CONSTR.						6,200.00	
				TOTAL						6,200.00	
	Grand Forks	US Bus2	complete a chip seal on US Bus2 (N. 5th St) between DeMers Ave and Gateway Dr								
	NDDOT	Minor Arterial		Operations							
	Rehabilitation	Discretionary		Capital							
				P.E.							
				TOTAL	100.00	81.00	9.00	0.00	10.00	R.O.W.	
				CONSTR.						100.00	
				TOTAL						100.00	

PERFORMANCE BASED PLANNING AND PROGRAMMING

MAP-21 and FAST ACT requires incorporation of performance based planning and programming in the development of the Grand Forks – East Grand Forks Metropolitan Planning Organization’s (Forks MPO) Transportation Improvement Program (TIP). The requirement in these US Laws defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance measures by linking them with the investment priorities.

Performance-based planning and programming is an approach to applying performance management principles to transportation system policy and investment decisions. This approach provides a link between short-term management and long-range decisions about policies and investments that an agency makes for its transportation system. Performance-based planning and programming is a system-level, data-driven process to identify strategies and investments. For MPOs, performance measures provide a nuanced means of assessing progress toward meeting the intent of the LRTP.

MAP-21 and FAST places increased emphasis on performance management within the Federal-aid highway program, including development of national performance measures to be used by State DOTs and MPOs in setting targets. It also emphasizes performance management within the Federal transit program, including development of national performance measures in relation to state of good repair and safety, which are to be used by transit agencies in setting targets. Specifically, they are as follows:

- ***National Performance Management Measures for the Highway Safety Improvement Program*** (23 CFR 490, Subpart B)

There are five performance measures identified:

1. Number of fatalities
2. Rate of fatalities
3. Number of serious injuries
4. Rate of serious injuries
5. Number of non-motorized fatalities and non-motorized serious injuries

- ***National Performance Management Measures for Assessing Pavement Condition*** (23 CFR 490, Subpart C)

There are four performance measures identified:

1. Percentage of pavements of the Interstate System in good condition
2. Percentage of pavements of the Interstate System in poor condition
3. Percentage of pavements of the non-Interstate NHS in good condition
4. Percentage of pavement of the non-Interstate NHS in poor condition

- ***National Performance Management Measures for Assessing Bridge Condition*** (23 CFR 490, Subpart D)

There are two performance measures identified:

1. Percentage of NHS bridges classified as in good condition
2. Percentage of NHS bridges classified as in poor condition

- ***National Performance Management Measures to Assess Performance of the National Highway System*** (23 CFR 490, Subpart E)
There are two performance measures used to assess reliability identified:
 1. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
 2. Percent of person-miles traveled on the non-Interstate NHS that are reliability (Non-Interstate Travel Time Reliability measure)

- ***National Performance Management Measures to Assess Freight Movement on the Interstate System*** (23 CFR 490, Subpart F)
There is one performance measure identified:
 1. Truck Travel Time Reliability (TTTR) Index

- ***Transit Asset Management*** (49 CFR 625)
There are four performance measures identified:
 1. Equipment: (non-revenue) service vehicles – percentage of vehicles that have either met or exceed their useful life benchmark
 2. Rolling stock – percentage of vehicles within a particular asset class that have either met or exceed their useful life benchmark
 3. Infrastructure: rail fixed-guideway track, signals and systems – percentage of track segments with performance restrictions
 4. Facilities – percentage of facilities within as asset class, rated below condition 3 on the TERM scale

- ***Transit Safety*** (49 CFR 673) (not due to be set until October 2020)
There are four performance measures identified:
 1. Total number of reportable fatalities and rate per total vehicle revenue miles by mode
 2. Total number of reportable injuries and rate per total vehicle revenue miles by mode
 3. Total number of reportable events and rate per total vehicle revenue miles by mode
 4. Mean distance between major mechanical failures by mode

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 for the projects likely funding source. State of good repair is one of the primary considered criteria. The selection process is undergoing an update to reflect the newly adopted 2045 MTP performance measures.

Safety performance-based planning is a system-level, data-driven process to identify strategies and investments. For MPOs, performance measures provide a nuanced means of assessing progress toward meeting the intent of the Plan. The 2045 Street/Highway Plan implements the now promulgated required national performance measures. The Plan 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 2045 Plan also identifies projects for Highway Safety Improvement Program (HSIP) funding projects are expected to have a positive impact toward meeting safety targets in North Dakota.

The plan also acknowledges the need to update plans that prioritize safety-related projects for HSIP funding. A concern with these safety plans, particularly on the Minnesota side, has been the lack of MPO inclusion in the safety planning process. The most recent Minnesota Strategic Highway Safety Plan greatly improved MPO engagement, but this practice has not carried forward with each respective District and/or County Safety plan update. Further, the Minnesota process for programming funds from the Highway Safety Improvement Program has historically neglected the active engagement of MPOs. Routinely, MnDOT solicits, vets and programs projects without involvement from Greater Minnesota MPOs. This plan recommends improvements to the HSIP project solicitation process, and efforts are underway to improve it.

This TIP does program several projects being funded by the HSIP. Many of these projects were solicited and awarded HSIP funds prior to the MPO establishing safety performance targets. Nonetheless, these projects will improve the safety performance of the transportation system.

The 2045 Street/Highway Plan emphasizes projects that support State of Good Repair for pavement and bridges on the Interstate, non-Interstate National Highway System, and Federal Aid-Eligible System in North Dakota and Minnesota. These projects are expected to have a positive impact toward meeting pavement and bridge condition targets in North Dakota and Minnesota. This TIP implements the Plan's emphasis by programming all available federal street/highway funds towards projects to address the pavement condition.

As stated previously, 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. The North Dakota TAM Plan has been adopted by our two transit operators even though one is located in Minnesota. State of good repair targets are identified within each and specific strategies are adopted.

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

In the current TIP, the FTA 5339 program has many projects programmed towards state of good repair for transit assets. Several vehicle replacements are on schedule to keep the fleet up-to-date. Equipment is programmed as well as components of facilities. Candidate projects are currently being vetted through the TIP process for bus shelters, equipment and other items to bring additional assets into a state of good repair.

Besides the FTA programs, the state Of Minnesota provides state funds to assist the East Grand Forks transit operator to maintain state of good repair. Minnesota funds have been used and are programmed to be used to purchase replacement vehicles and replacement fare machines.

The Grand Forks-East Grand 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 Grand Forks-East Grand Forks MPO commits to making adjustments to planning strategies to meet the performance targets if the desired results are not being met.

APPENDIX I

FY2019 Project Status
And
Obligations

FY 2019 PROJECT STATUS SUMMARY

The following is a general status report of Grand Forks and East Grand Forks 2019 projects listed in the 2019 to 2022 Transportation Improvement Program. As this writing is taking place most of the projects should be under construction or some may even be completed.

A couple of projects, all involving NDDOT led projects, exceed the programmed obligation by over a 25% increase without an amendment to the TIP.

Bike facilities were accommodated in most street projects as bicycles are allowed on all streets. Pedestrian facilities generally include ADA curb ramps at intersection.

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

2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					R.O.W.	Capital				
									P.E.					
									CONSTR.					
									TOTAL					
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, 2019 to December 31, 2019 (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										
	Grand Forks	Operations		OBLIGATION						Operations	2,910.26			On hold until City Attorney signing Certs and Assurances
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				2,910.26	1,079.63	200.00	551.00	1,079.63	CONSTR.					
				FTA 5307 (50/50)					TOTAL	2,910.26				
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital		OBLIGATION						Operations				Holding until building majority done; see project #10 below
	Fixed-Route Transit Service	Entitlement		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:										
				Net Operating is shown <u>before</u> , Fed, State & Local Matching Funds are applied.										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report	
				AND SOURCE OF FUNDING								
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2019		
				FUNDING SOURCE					Capital	P.E.		R.O.W.
PROJECT TYPE						TOTAL						
Grand Forks #3 No PCN	Grand Forks	NA	Purchase a 35 foot medium duty transit vehicle Install four digital way signs at Metro Transit Center Replacement of four destination signs of four buses	REMARKS: 35' foot bus federal obligation is \$392,260								
	Grand Forks	Operating	Purchase a two person Man Lift Purchase Bus Stop Way Signage	OBLIGATION					Operations			35 foot bus has been purchased; rest is on hold or in progress
	Fixed Route	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
FTA #5339 Capital					561.00	448.80			112.20			
				TOTAL					561.00			
Grand Forks #4 No PCN	Grand Forks	NA		REMARKS: Is awaiting paperwork; total price \$106.29								
	Grand Forks	Operating	Purchase one demand response vehicle 25 foot low flow bus	OBLIGATION					Operations		Has been purchased	
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
FTA #5310					110.00	88.00		0.00	22.00			
				TOTAL					110.00			
Grand Forks #5 No PCN	Grand Forks	NA	continue funding for the mobility manager position	REMARKS:								
	Grand Forks	Operating		OBLIGATION					Operations		Work is ongoing	
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
FTA #5310					94.90	75.90		19.00				
				TOTAL					94.00			
				TOTAL					94.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					Operations	2019	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				FUNDING SOURCE					CONSTR.	TOTAL	
Grand Forks #3a No PCN	Grand Forks	NA	Purchase fare collection equipment, purchase computer servers, purchase generator	REMARKS:							on hold, waiting for new bus facility progress
	Grand Forks	Capital		Awarded December 2018 Amended January 2019					Operations		
	Fixed Route	Discretionary		OBLIGATION	NA					Capital	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				456.00	365.04			91.26	CONSTR.		
				FTA #5339 Capital					TOTAL	456.00	
Grand Forks #3b No PCN			Intentionally left blank	REMARKS:							
									Operations		
									Capital		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
									CONSTR.		
									TOTAL		
Grand Forks #3c No PCN	Grand Forks	I-29	Install high tension median cable guard rail between Gateway Dr and 32nd Ave S.	REMARKS:							Project has been awarded; construction should begin in August
	NDDOT	Interstate		Amended in January 2019					Operations		
	Safety	Discretionary		OBLIGATION	1,107.15		1,107.50			Capital	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
				840.00		840.00			CONSTR.		
									TOTAL	840.00	

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	CONSTR.	
				FUNDING SOURCE					TOTAL		
Grand Forks #6 PCN 21841	Grand Forks	DeMers Ave	Reconstruction of DeMers Ave between the Sorlie Br. and N. 5th St	REMARKS:							Project underway
	NDDOT	Principal Arterial	OBLIGATION	\$ 7,756.43	\$ 5,783.38	\$ 648.16	\$ -	\$ 1,324.90	Capital		
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
				5,406.00	4,375.00	490.00	0.00	541.00	R.O.W.		
				Urban Regional Secondary Roads Program					CONSTR.	5,406.00	
				TOTAL					TOTAL	5,406.00	
Grand Forks #7 PCN 21843	Grand Forks	DeMers Ave	reconstruction of DeMers Ave between N. 5th St and N. 6th St (ND297)	REMARKS:							Project underway
	NDDOT	Principal Arterial	OBLIGATION	\$ 1,147.16	\$ 855.03	\$ 95.82	\$ -	\$ 195.87	Capital		
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
				1,744.00	1,411.00	158.00		174.00	R.O.W.		
				Urban Regional Secondary Roads Program					CONSTR.	1,744.00	
				TOTAL					TOTAL	1,744.00	
Grand Forks #8 PCN	Grand Forks	Gateway Dr.	Install red light running confirmation lights to the traffic signal on Gateway Dr.	REMARKS: The draft TIP out for public comment had these as two separate projects. The STIP is showing as a combined projects with slightly different funding split for match							Delayed to 2020
	Grand Forks	Principal Arterial	Safety projects on various corridors to install backplates and leading pedestrian timing	OBLIGATION					NA		
	Safety	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
				399.00	359.10	3.45		36.47	R.O.W.		
				Highway Safety Improvement Program					CONSTR.	399.00	
				TOTAL					TOTAL	399.00	

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report					
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019						
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations							
				FUNDING SOURCE					CONSTR.							
				TOTAL					TOTAL							
Grand Forks #9 PCN 22164	Grand Forks	DeMers Ave	Possible installation of traffic signals and turn lanes at intersection with Columbia Road west ramp	REMARKS:							Project underway					
	NDDOT	Principal Arterial		OBLIGATION \$ 941,258 \$ 761,760 \$ 85,372 \$ - \$ 94,126					Operations							
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					600.00	485.50	54.40		60.00	CONSTR.					600.00	
				Urban Regional Secondary Roads Program					TOTAL	600.00						
Grand Forks #10 No PCN	Grand Forks	NA	Work will done to the Public Transportation Facility to modernize, remodel, and add space for both offices and maintenance/storage of vehicles.	REMARKS:							Project underway					
	Grand Forks	Capital		Amended October 2018					Operations							
					OBLIGATION 4,500.00 3,600.00 900.00					Capital					4,500.00	
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				4,500.00	3,600.00			900.00	CONSTR.							
				FTA 5339 National Grant Award					TOTAL	4,500.00						
Grand Forks #11 PCN 21884	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.	REMARKS:							To be bid in Spring 2020; no funds obligated yet.					
	Grand Forks	Principal Arterial		OBLIGATION NA					Operations							
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					7,373.00	6,635.00	369.00		369.00	CONSTR.					7,373.00	
				Highway safety Improvement Program					TOTAL	7,373.00						

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
				TOTAL										
Grand Forks #12 PCN 22211	Grand Forks	Washington St	Address ADA curb ramps along Washington St between Hammerling and DeMers and also between 1st Ave N and 8th Ave N.	REMARKS: Amended into TIP March 2018							Project bidding delayed until Fall 2019			
	NDDOT	Principal Arterial		OBLIGATION					Operations					
	ADA Transition	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				476.00	385.00	43.00		48.00	CONSTR.	476.00				
				Urban Regional Secondary Roads Program					TOTAL	476.00				
Grand Forks #13 PCN 21981	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 FY2019 Amount in the MPO Study area is \$2,473,363 with federal amount of \$1,978,691							moved to 2020; scope chanded to concrete overlay			
	NDDOT	Principal Arterial		OBLIGATION NA					Operations					
	Pavement Rehab	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				9,069.00	7,340.00	1,729.00		0.00	CONSTR.	9,069.00				
				Urban Regional Primary Roads Program					TOTAL	9,069.00				
Grand Forks #14 PCN 22180	Grand Forks	N. Washington St	Conduct some Concrete Panel Replacement and grinding of the pavement over the flood diversion bridge	REMARKS:							Combined with project #16 below.			
	NDDOT	Minor Arterial		OBLIGATION					Operations					
	Pavement Preserve	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				96.00	78.00	18.00	0.00	0.00	CONSTR.	96.00				
									TOTAL	96.00				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

2019 ANNUAL LISTINGS OF OBLIGATIONS AND PROGRESS REPORT

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report				
				AND SOURCE OF FUNDING											
				TOTAL	FEDERAL	STATE	OTHER	LOCAL							
				FUNDING SOURCE											TOTAL
Grand Forks #15 PCN 22165	Grand Forks	Gateway Dr.	Install traffic signals and turn lanes at intersection with N. 55th St.	REMARKS:							Project underway				
	NDDOT	Principal Arterial		OBLIGATION \$ 1,118,147 \$ 904,916 \$ 213,231 \$ - \$ -					Operations						
	ITS	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.						
	Urban Regional Primary Roads Program					600.00	486.00	114.00		R.O.W.					
Grand Forks #16 PCN 22180	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							Project bidding delayed to Fall 2019				
	NDDOT	Minor Arterial		OBLIGATION \$ 1,131,281 \$ 915,546 \$ 102,607 \$ - \$ 113,128					Operations						
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.						
	Urban Regional Secondary Program					1,420.00	1,149.50	139.30		132.40					R.O.W.
Grand Forks #17 PCN 22515	Grand Forks	University Ave	Pavement preservation work tentatively described as a mill and overlay between State Road and N. 3th St.	REMARKS:							Scheduled to be bid Feb 2020; no funds obligated yet.				
	Grand Forks	Minor Arterial		OBLIGATION NA					Operations						
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.						
	Urban Roads Program					3,461.00	2,459.00			1,002.00					R.O.W.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

2019 ANNUAL LISTING OF OBLIGATIONS AND PROGRESS REPORT

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	Progress Report		
	RESPONSIBLE AGENCY	CLASSIFICATION							Operations	2019			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				FUNDING SOURCE					CONSTR.	TOTAL			
East Grand Forks #1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route 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).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$338,800									
	East Grand Forks	Operations		Estimated fare is \$14,200 Other is MN Transit Formula Funds					Operations	360.00	In progress		
	Fixed-Route Transit Service	Entitlement		OBLIGATION	448.00	85.00	0.00	318.20	44.80	P.E.			
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
			TRF-0018-19B	360.00	89.00	0.00	183.00	88.00	CONSTR.	NA			
				FTA 5307					TOTAL	360.00			
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2019 to December 31, 2019. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service	REMARKS: Contract demand response service Estimated fare is \$13,260									
	East Grand Forks	Operations		Other is MN Transit Formula Funds					Operations	69.00	In progress		
	Paratransit Service for Disabled Persons	Entitlement		OBLIGATION	77.00	0.00	0.00	73.15	3.85	P.E.			
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
			TRF-0018-19A	69.00	0.00	0.00	58.00	11.00	CONSTR.	NA			
				State Transit Funds					TOTAL	69.00			
East Grand Forks #3			Operating subsidy for proposed East Grand Forks additional day time fixed route service and additional service for night fixed route and paratransit service. Cost reflect first year of a two year project	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$222,000 Estimated fare is \$8,800 Other is MN Transit Formula Funds One time state funding covering 2 years									
				funds included in Project #1 obligations					Operations	230.00	In progress		
				OBLIGATION						P.E.			
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
			TRF-0018-19ZO	230.00	0.00	0.00	230.00	0.00	CONSTR.	NA			
				FTA #5307					TOTAL	230.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

2019 ANNUAL LISTING OF OBLIGATIONS AND PROGRESS REPORT

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	Progress Report			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2019				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
				TOTAL										
East Grand Forks #4	East Grand Forks	NA	Purchase a fare collection equipment	REMARKS: Being done in conjunction with GF transit capital projects										
	East Grand Forks	Operations		OBLIGATION	0.00	0.00	0.00	0.00	0.00	Operations				On hold until end of 2019
	Fixed-Route Transit Service	Entitlement	TRF-0018-19C	TOTAL						Capital	220.00			
					220.00	176.00	0.00	44.00	0.00	P.E.				
				FTA 5307					CONSTR.					
				TOTAL						220.00				
East Grand Forks #4a	East Grand Forks	NA		REMARKS: Amended into FY2019 Originally FY2018 purchase										Purchased and received
	East Grand Forks	Capital	Purchase of a Class 300 vehicle for demand response and as back-up for fixed route.	OBLIGATION	140.00	119.00	0.00	0.00	21.00	Operations				
	Paratransit Vehicle	Discretionary	TRF-0018-18C	TOTAL						Capital	140.00			
					140.00	119.00			21.00	P.E.				
				TOTAL						140.00				
			Intentionally left blank	REMARKS:										

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

North Dakota Department
of Transportation

Signature

Signature

Title

Title

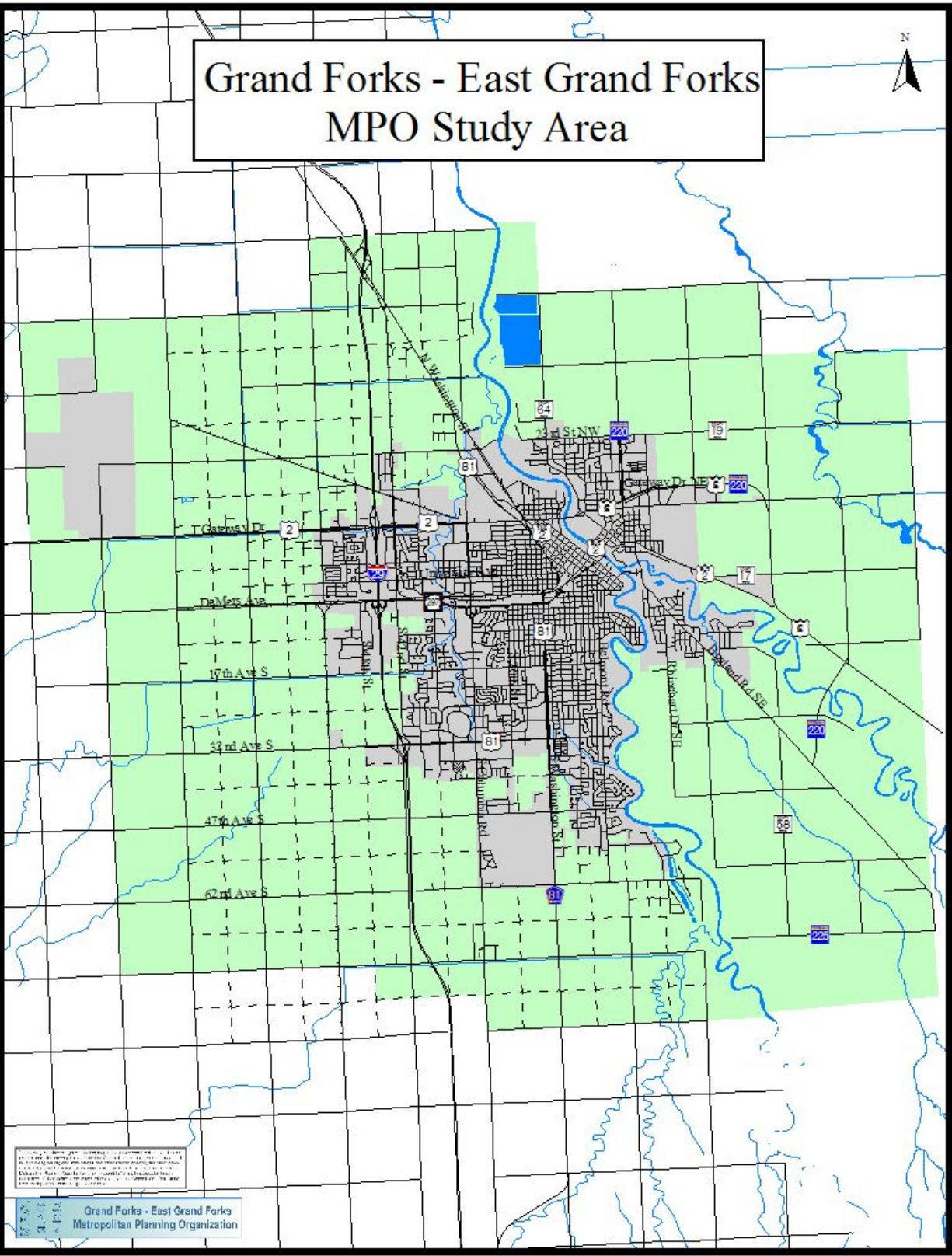
Date

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 notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP 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, 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, a public hearing was held on April 10, 2019, during a Technical Advisory Committee Meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2020-2023 for the Minnesota side. After closing the hearing, at which no comments were received, the document was approved and adopted by the MPO Executive Committee on April 18, 2019 as the Draft 2020-2023 T.I.P.

For the North Dakota side, a draft 2020-3 T.I.P. was not developed.

The final public hearing was scheduled for August 14, 2019, 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 August 21, 2019.

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, both the draft T.I.P. document and the final T.I.P. documents were posted on the MPO website prior to the public hearing dates. 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 Minnesota Side Draft MPO 2020 to 2023 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 April 10th. The public, particularly special and private sector transportation providers, are encouraged to attend.

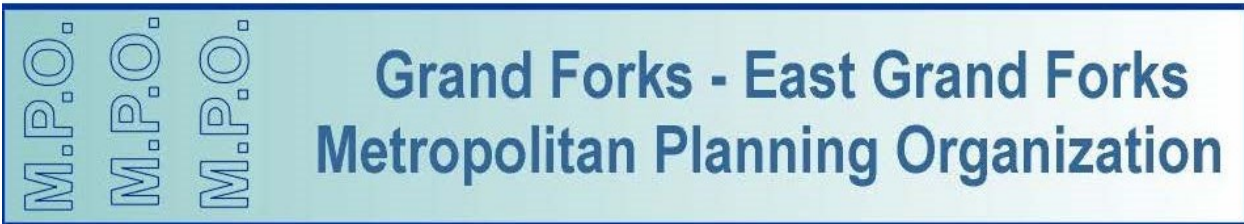
The draft TIP lists all transportation improvement projects programmed to be completed between the years of 2020 to 2023 on the Minnesota side of the Red River. A separate draft for the North Dakota side will be done later and notice will be given when it is ready. A copy of the draft TIP is available 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 draft TIP can be submitted to either MPO Office until noon on April 10th.

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.

Overcoming Barriers

Strengthening Connections



Ensuring Opportunities

Planning One Community

PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Final 2020 to 2023 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements. 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 August 14th. The public, particularly special and private sector transportation providers, are encouraged to attend.

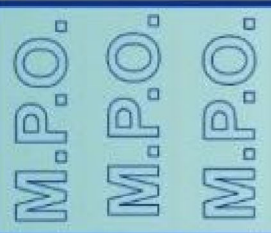
The TIP lists all transportation improvement projects programmed to be completed between the years of 2020 to 2023 in the MPO Study Area. A copy of the draft TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the draft TIP can be submitted to either MPO Office until 11:00 AM on August 14th.

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.

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Search

Overcoming Barriers Strengthening Connections



Grand Forks - East Grand Forks Metropolitan Planning Organization

Ensuring Opportunities Planning One Community

“A community that provides a variety of complementary transportation choices, that are fiscally constrained, for people and goods.”

- 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 MINUTES
- MPO STAFF JOB OPPORTUNITIES/INTERNSHIPS THE TRANSPORTATION PLANNING PROCESS BRIEFING BOOK
- TRANSPORTATION IMPROVEMENT PLANS (T.I.P.) METROPOLITAN TRANSPORTATION PLAN (MTP) CONTACT US
- BIKE MAP PARTICIPATE SAFE ROUTES TO SCHOOL MAPS

TRANSPORTATION IMPROVEMENT PLANS (T.I.P.)

- **NEW FINAL DRAFT 2020-2023 T.I.P.**
 - [Public Meeting Notice – August 14, 2019](#)
- **Draft 2019-2022 Minnesota Side T.I.P.**
 - [Public Meeting Notice – April 18, 2018](#)
- **Draft 2019-2022 North Dakota Side T.I.P.**

APPENDIX V

**MINNESOTA SIDE
PROJECTS SHOWN IN
NWATP FORMAT**

	A	D	E	G	H	I	J	K	L	P	R	T	X	AA	AB	AL	AN	AR	AS
	ATP	Projnum	#Year	Agency	MPO	Description (CHIMES TECHNICAL PROJECT DESCRIPTION)	City	County Name	Program	Primary Work Type 1	Secondary Work Type 1	Proposed Funds (change to formula)	STIP Total	Target FHWA	Dist C FHWA	FTA	State TH	Other	Project Total
9	ATP 2	TRF-0018-20A	2020	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Transit (TR)	TRANSIT	TRANSIT OPERATIONS	LF	101,000	-	-	-	-	101,000	101,000
23	ATP 2	TRF-0018-20B	2020	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT OPERATIONS	FTA	592,000	-	-	120,000	-	472,000	592,000
24	ATP 2	TRF-0018-20C	2020	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS; SUPPORT EQUIP/FACILITIES-EQUIPMENT	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMETN (NON-VEHICLE)	FTA	200,000	-	-	160,000	-	40,000	200,000
25	ATP 2	119-591-006	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, SIDEWALK EXTENSIONS ON 20TH AVE SE AND 13TH ST SE (CAPPED \$137,000)	East Grand Forks	POLK	EN-Enhancement	BIKE/PED	SIDEWALKS	STBGTPAP	171,250	137,000	-	-	-	34,250	171,250
68	ATP 2	119-591-007	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, TRAINING AND SUPPLIES, NON-INFRASTRUCTURE (CAPPED \$30,000)	East Grand Forks	POLK	EN-Enhancement	BIKE/PED	EDUCATION AND SAFETY	STBGTPAP	37,500	30,000	-	-	-	7,500	37,500
69	ATP 2	TRF-0018-21A	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Transit (TR)	TRANSIT	TRANSIT OPERATIONS	LF	104,000	-	-	-	-	104,000	104,000
74	ATP 2	TRF-0018-21B	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT OPERATIONS	FTA	605,000	-	-	120,000	-	485,000	605,000
75	ATP 2	TRF-0018-21C	2021	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5339: EAST GRAND FORKS, PURCHASE ONE (1) CLASS 500 REPLACEMENT VEHICLE	East Grand Forks	POLK	Bus and Bus Facilities (BB)	TRANSIT	TRANSIT VEHICLE PURCHASE	FTA	165,000	-	-	132,000	-	33,000	165,000
76	ATP 2	6001-61	2021	MnDOT	Grand Forks-E Grand Forks MPO	**AB**SPPP**: US 2, WBL - FROM 0.5 MI W OF THE W JCT MN 220 (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), CRACK & OVERLAY	East Grand Forks	POLK	RS-Resurfacing	PAVEMENT RESURFACE AND REHABILITATION	CRACK AND OVERLAY	NHPP	10,200,000	8,160,000	-	-	2,040,000	-	10,200,000
81	ATP 2	119-119-013	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS, INTERSECTION OF BYGLAND ROAD & RHINEHART DRIVE, CONSTRUCT ROUNDABOUT (CAPPED \$860,000) (ASSOCIATED SAP 119-129-003)	East Grand Forks	POLK	RC-Reconstruction	TRAFFIC CONTROL DEVICES/SAFETY	ROUNDABOUT	STP 5K-200K	1,670,000	860,000	-	-	-	810,000	1,670,000
99	ATP 2	TRF-0018-22A	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Transit (TR)	TRANSIT	TRANSIT OPERATIONS	LF	106,000	-	-	-	-	106,000	106,000
101	ATP 2	TRF-0018-22B	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT OPERATIONS	FTA	624,000	-	-	120,000	-	504,000	624,000
102	ATP 2	TRF-0018-22D	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS, PURCHASE OF CARD VENDING EQUIPMENT	East Grand Forks	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMETN (NON-VEHICLE)	FTA	250,000	-	-	200,000	-	50,000	250,000
103	ATP 2	TRS-0018-22T	2022	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS PURCHASE ONE (1) CLASS 500 REPLACEMENT BUS	East Grand Forks	POLK	Transit (TR)	TRANSIT	TRANSIT VEHICLE PURCHASE	STP 5K-200K	180,000	-	144,000	-	-	36,000	180,000
104	ATP 2	6017-44	2022	MnDOT	Grand Forks-E Grand Forks MPO	MN 220, NB & SB, IN EAST GRAND FORKS, SIGNAL IMPROVEMENTS AT 14TH ST, CONSTRUCT CROSSWALK AT 17TH ST AND PED RAMP IMPROVEMENT & UPGRADE SIGNAL AT MN 220/US2	East Grand Forks	POLK	SC	TRAFFIC CONTROL DEVICES/SAFETY	TRAFFIC SIGNAL REVISION	SF	415,000	-	-	-	265,000	150,000	415,000
120	ATP 2	TRF-0018-23A	2023	East Grand Forks	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	EAST GRAND FORKS	POLK	Transit (TR)	TRANSIT	TRANSIT OPERATIONS	LF	105,650	-	-	-	-	105,650	105,650
128	ATP 2	TRF-0018-23B	2023	East Grand Forks	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	EAST GRAND FORKS	POLK	Urbanized Area Formula (B9)	TRANSIT	TRANSIT OPERATIONS	FTA	652,000	-	-	120,000	-	532,000	652,000
130																			