



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

**Transportation Improvement Program (TIP)
Policies And Procedures**

For The

**Grand Forks/East Grand Forks
Metropolitan Planning Area**

Final Document

**Approved By The Grand Forks/East Grand Forks Metropolitan
Planning Organization Executive Policy Board
August 2020**

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

TABLE OF CONTENTS

	<u>Page</u>
1. Document Overview	1
2. Overview Of The Metropolitan Planning Process.....	2
a. Long Range Transportation Plan (LRTP) and Relation To The TIP.....	3
3. TIP Basics	4
4. Lead Agencies – Project Sponsors – MPO.....	5
a. Lead Agency Eligibility And Project Sponsorship.....	5
b. Lead Agency – Project Sponsor Responsibilities.....	5
c. GF/EGF MPO Responsibilities	6
5. Financial Plan	8
6. Programming Information.....	10
a. Federally Funded Projects Programmed In The TIP.....	10
1. Regionally Significant Projects.....	10
b. Projects NOT Programmed In The TIP	16
7. Project Level Development.....	17
a. TIP Project Information Required.....	17
8. TIP Development Process	18
a. TIP Process Overview	18
b. TIP Development Milestones And Steps.....	19
9. TIP Project Selection For Implementation.....	26
a. Project Selection And The Four-Year TIP	26
1. Projects In The First Year Of The TIP	28
2. Projects In The Second, Third, and Fourth Years Of The TIP	28
b. Project Selection Criteria	28
10. TIP Performance Measures Description.....	29
a. Introduction	29
b. Anticipated Effect.....	30

c.	MPO Investment Priorities	30
d.	Conclusion	31
11.	TIP Management And Interim Years	32
a.	Project Status Update	32
12.	TIP Revisions	33
a.	Criteria Differentiating TIP Amendments And Administrative Modifications	33
b.	Amendments To The TIP	33
13.	Revising TIP Policies And Procedures	35
	APPENDIX I GF-EGF Metropolitan Planning Area Map.....	36
	APPENDIX II Map of Federally Eligible Roads	38
	APPENDIX III Project Scoring Sheets.....	40
	State Highway	41
	Local Streets	46
	County Roads	51
	Bridge Program	56
	Transportation Enhancements.....	61
	APPENDIX IV TIP Checklists	66

This Page Intentionally Left Blank

1. DOCUMENT OVERVIEW

This document establishes the process for developing the Transportation Improvement Programs (TIP) for the Grand Forks/East Grand Forks Metropolitan Planning Organization (GF/EGF MPO). It provides an overview of the process, and then describes how each step of the process will be accomplished. Finally, the procedures that will be followed to revise the TIP after it has been adopted are also established. Many Federal requirements are outlined in the Fixing America's Surface Transportation Act (FAST) and codified in Title 23 Part 450 of the Code of Federal Regulations (23 CFR 450).

It is intended that this document be revised periodically as the needs of the GF/EGF MPO and pertinent Federal requirement changes. Up-to-date *Policies and Procedures* will be distributed to the members of the MPO Boards and Committees as well as the NDDOT, the MNDOT, the Federal Highway Administration and the Federal Transit Administration. The document shall also be available for public review including being posted on the MPO website.

2. OVERVIEW OF THE METROPOLITAN PLANNING PROCESS

[23 CFR 450.300 and 23 CFR 450.306(b)]

Federal law requires every urbanized area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds. The GF/EGF MPO is the designated MPO for the Grand Forks/East Grand Forks urbanized area. (See map in Appendix I.) Roadways eligible for federal funds are identified on the maps in Appendix II. Basically, roadways need to be functionally classified and there is a distinction between urban and rural classification. Individual programs have unique eligibilities so any proposers of any potential candidate project should contact the MPO early for determination of eligibility for any possible program.

The Grand Forks/East Grand Forks Metropolitan Planning Organization (GF/EGF MPO) is a forum for the Cities of Grand Forks and East Grand Forks, as well as for Grand Forks County, North Dakota and Polk County, Minnesota. The GF/EGF MPO is an intergovernmental forum that provides for the discussion of local and regional transportation issues and for the development of transportation policies and programs. As the metropolitan planning organization (MPO), the GF/EGF MPO is responsible for surface transportation planning in the GF/EGF MPO. This includes developing the long term (minimum of 20 years horizon) Metropolitan Transportation Plan (MTP) and the short-term Transportation Improvement Program (TIP). To that end, the GF/EGF MPO staff work with members of local government staff, the North Dakota Department of Transportation (NDDOT), Minnesota Department of Transportation (MNDOT), all local transit providers, as well as with other local agencies. The GF/EGF MPO is committed to carrying out a continuing, cooperative, and comprehensive transportation planning process (3C process). The development process is accomplished under the direction of the MPO Executive Policy Board (Executive Board), which serves as the governing body of the GF/EGF MPO.

To fully understand the Federal Regulations, four definitions are noted below [23 USC 101(a)]:

“Consideration means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.”

“Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.”

“Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.”

“Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.”

a. Metropolitan Transportation Plan (LRTP) and Relation to the TIP

[23 CFR 450.324]

The MTP is a minimum twenty year horizon, intermodal, multimodal transportation plan that provides a framework for development of the TIP. The current recommended practice as guided by FHWA is to have a twenty-five year horizon. The MTP must be updated every five years. Decisions regarding the roadways, bike and pedestrian ways, enhancements, and public transit services in the GF/EGF MPO area are determined by the MTP, which identifies specific transportation needs for the area. Those needs are translated into fundable projects and programmed for Federal funds (and other regionally significant projects) by means of the TIP. While the MTP establishes goals and a framework, the TIP serves as a tool for program implementation.

3. TIP BASICS

[23 CFR 450.326-334]

The TIP is a list of federally funded projects to be initiated within a given four-year period. The TIP programs the timing and funding of all transportation improvements within the GF/EGF MPO involving federal funds over a four-year period. The current practice with both states is to have a new TIP developed and adopted every year. The federal minimum is adoption every four years and there are rare occasions when a new TIP is not developed and adopted in a particular year. The GF-EGF MPO is a bi-state MPO that typically adopts a unified TIP covering both states. There are rare occasions when one particular state is not able to adopt a new STIP, the GF-EGF MPO may develop and adopt a state specific TIP. Federal regulations require that transit, highway and other transportation improvement projects within the GF/EGF MPO be included in the TIP if these projects are to be eligible for Federal funding. The program must also include non-Federally funded projects that are regionally significant.

The TIP is developed by the GF/EGF MPO staff and the Technical Advisory Committee (TAC) utilizing the process established in this document. The TIP is adopted by the Executive Board after considering the recommendation of the TAC, and after the public has been provided an opportunity to comment on the draft document. The goal of this process is to achieve a program that takes into account the following factors:

- 1) consensus regarding the regional priorities of projects; and
- 2) consensus regarding the application of available Federal funds to the regional priorities.

Following the development and approval of the TIP, projects are selected for implementation in accordance with the project selection procedures identified in section 9 of this document. [23 CFR 450.330]

4. LEAD AGENCIES - PROJECT SPONSORS - MPO

a. Lead Agency Eligibility and Project Sponsorship

The NDDOT, the MNDOT, Grand Forks County, Polk County, the Cities of Grand Forks and East Grand Forks, the Cities Area Transit, public transit operators, Federal or State land management agencies (i.e. National Park Service, U.S. Forest Service, Bureau of Land Management, Department of Natural Resources, etc.), and certain other public authorities and agencies are eligible to propose transportation projects for the TIP. Other entities, such as neighborhood associations, environmental or pedestrian safety organizations, school districts, and beautification committees may also be eligible to propose a transportation project with a governmental jurisdiction acting as fiscal agent. However, all projects proposed for inclusion in the TIP must be supported by the appropriate governmental jurisdiction prior to submission.

All agencies are required to submit projects within the GF/EGF MPO that are anticipated to be funded with Federal dollars as well as state or locally funded regionally significant projects. While there is no limit on the number of project proposals an applicant may submit for consideration, fiscal constraint requirements cause some reality on a limit to project proposals. As long as fiscal ability can be shown, there is not a limit on project proposals.

b. Lead Agency - Project Sponsor Responsibilities

Project sponsors (lead agencies) have a number of responsibilities once a project has been programmed. These include completing the project or project phase in a timely manner to assure that programmed funds can be accessed, project-level public involvement, meeting project eligibility requirements, keeping commitments made during the project development and programming process, and notifying the GF/EGF MPO staff when the project will not meet program funding deadlines.

When a proposed project is programmed in the TIP, the project sponsor makes a commitment to complete it as defined in the project proposal. Substantive amendments to the scope of the project or the project cost as originally submitted could cause the project to be reevaluated. This could cause the project to be reduced in priority and thus lose the programmed funds.

Lead agencies are responsible for ensuring timely completion of the project as described in the project proposal for the programmed project funds. To access the programmed funds for a project, sponsors must meet all Federal requirements. Sponsors should work with the GF/EGF MPO, NDDOT, MNDOT, FHWA, FTA or other Federal funding agency to ensure that Federal requirements are met in a time frame that will assure programmed funds can be authorized. The GF/EGF MPO acts as a resource to member governments to facilitate the project development process. If projects are unable to proceed to funding obligation according to the schedule outlined in the TIP, this information should be brought to the attention of the GF/EGF MPO staff at the earliest opportunity.

Lead agencies must submit a written request for all TIP revisions. Revision requests will be reviewed by the GF/EGF MPO staff to determine whether they will be processed as Amendments or Administrative Modifications. Funds programmed for a project are committed to the project for a lead agency when the FHWA obligates the funds or the FTA awards a grant. If the project is not able to be completed, or if funds already programmed become available for any reason, the funds will be reprogrammed through the TIP development/revision process.

In summary, the key responsibilities of lead agencies are:

- Provide complete information for project proposals.
- Provide periodic updated project information as requested by the MPO.
- Meet all deadlines established by these procedures.
- Obtain necessary environmental clearances and meet the requirements of the National Environmental Policy Act (NEPA) and any state and local laws.
- Obtain any necessary permits required for the project.
- Meet any other necessary project development requirements for the project.
- Submit funding applications to the appropriate Federal or State agency.
- Meet any special requirements for the project's fund source(s).
- Provide any data and information requested to demonstrate program eligibility requirements. An agency's lack of providing all the requested data or information may jeopardize the project's programming in the TIP.
- Provide any matching funds required for the project's fund source(s).
- Assure that all of its departments proposing projects meet any approval requirements established by the municipal or tribal government.
- Take all necessary steps to assure that the project is consistent with the regional ITS architecture (if applicable).
- Notify the MPO if there is a change in the scope or termini of the project.
- Notify the MPO if there is a change in the project schedule.
- Notify the MPO if Federal funds cannot be obligated in the Federal fiscal year they are programmed.
- Request TIP revisions in writing in order to assure all necessary information is provided.
- Provide a list of Federal funds obligated during the previous FY, for that lead agency's projects, with date(s) of obligation, amount(s) obligated, and the funding category of the funds obligated.

c. The GF/EGF MPO Responsibilities

The GF/EGF MPO will fulfill the following responsibilities.

- Send notification to all eligible governments and jurisdictions within the GF/EGF MPO, and other organizations and agencies requesting notification, of the TIP development process.
- The GF/EGF MPO will adhere to the stipulated deadlines.

- Provide lead agencies with assistance in completing the project proposal forms and project revisions.
- Provide lead agencies with electronic files of the approved TIP and approved TIPs following revisions.
- Lead Agency applicants will be given the opportunity to answer questions about their proposals during at least one TAC meeting.
- Maintain on the GF/EGF MPO website:
 - The current, effective TIP updated as necessary;
 - proposed TIP amendments with public comment information;
 - TIP Revision Proposal forms; and
 - TIP Policies and Procedures document.

5. Financial Plan

The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented. The financial plan is the mechanism for demonstrating financial constraint in the TIP. Fiscal constraint is a demonstration that there will be sufficient funds to implement proposed improvements, and to operate and maintain the transportation system, by comparing costs with available financial resources. Each year of the TIP shall be fiscally constrained. The financial plan in the TIP must be consistent with the financial plan in the MTP.

As part of the TIP Financial Plan, estimates of available funds will be developed in accordance with Federal regulations. [23 CFR 450.324(h)] The GF/EGF MPO, the NDDOT, the MNDOT and public transit operators will cooperatively develop estimates of funds that are “reasonably expected to be available” [23 CFR 450.326(j)] for the TIP from all fund sources. The following definitions established by Federal regulations shall be used. [23 CFR 450.104]

***Available funds** means funds derived from an existing fund source dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered “available”. A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.*

***Committed funds** means funds that have been dedicated or obligated for transportation purposes. For State funds that are not dedicated to transportation purposes, only those funds over which the Governor has control may be considered “committed.” Approval of a TIP by a Governor is considered a commitment of those funds over which the Governor has control. For local funds or private sources of funds not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing (e.g. letter of intent) by the responsible official or body having control of the funds may be considered a commitment. For projects involving 49 U.S.C. 5339 funding, execution of a Full Funding Grant Agreement (or equivalent) or a Project Construction Grant Agreement with the USDOT shall be considered a multi-year commitment of Federal funds.*

Only projects for which funds can reasonably be expected to be available may be included in the TIP. In the case of new funding sources, strategies for ensuring their availability shall be identified. For purpose of transportation operations and maintenance, the financial plan shall contain a system-level estimate of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal aid highways and transit. The TIP will use the ratio of federal aid miles to all miles of roadway to determine the operation and maintenance costs for each City and State DOT.

The TIP shall use an inflation rate(s) to reflect “year of expenditure” (YOE) [23 CFR 450.326 (j)], based upon reasonable financial principles and information, developed cooperatively by the MPO, State(s) and transit operator(s). The YOE should be consistent with the YOE used in the financial plan for the MTP.

The estimates shall be distributed to the TAC and Executive Board. These estimates may be revised during the project evaluation and refinement process of TIP development, based on updated information. Development of accurate funding estimates is critical to the completion of a TIP that can be effectively implemented.

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 [23 CFR 450.326 (j)]. 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. Federal-aid highways are essentially the streets within the metro area that are functionally classified. So a very small percentage of the total street system needs to be included in these O&M financial summaries.

After a TIP has been approved and determined to be fiscally constrained, the TIP financial plan needs to be amended if a revenue source is subsequently removed or substantially reduced. The original determination of fiscal constraint will not be withdrawn; however, no amendment nor update to the TIP will be considered by FHWA or FTA until the financial plan is modified to reflect the changed revenue situation.

6. PROGRAMMING INFORMATION

a. Federally Funded Projects Programmed in the TIP

[23 CFR 450.326]

Federally funded projects within the GF/EGF MPO and utilizing FHWA or FTA administered funds must be programmed in the TIP. This includes but is not limited to the following Federal funding sources [23 CFR 450.326(e)] identified in the matrix on the next five pages. Each annual TIP cycle, these sources may change so, as possible, the annual TIP cycle will start with identification of any changes.

The GF/EGF MPO requests that all member agencies coordinate with MPO staff for initial consultation at the onset of project planning to determine whether a project must be incorporated into the TIP.

1. Regionally Significant Projects Programmed in the TIP

Regionally significant projects within the GF/EGF MPA must be included in the TIP in accordance with current Federal planning regulations. There are generally two types of regionally significant projects. The first are projects, regardless of funding source, that require action by FHWA or FTA [23 CFR 450.326(f)]. These projects will be processed as regular TIP projects are processed and included in the TIP Financial Plan.

The second types of project are those that are funded with federal funds other than those administered by FHWA or FTA, as well as all regionally significant projects to be funded with non-Federal funds [23 CFR 450.326(f)]. These projects are for information purposes only and are included to assist the public in knowing what is happening to the transportation system. While included in the TIP for informational purposes only, these projects will be included in the financial plan when determining fiscal constraint.

The transportation planning regulations have a definition of regionally significant projects:

“regionally significant project means a transportation project (other than projects that may be grouped in the TIP or exempt projects as defined in EPA’s transportation conformity regulation) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments, such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.” (23 CFR 450.104.)

Early Consultation to Determine Regional Significance

In order to comply with all the Federal regulations, the GF/EGF MPO requests that all member agencies coordinate with MPO staff for initial consultation at the onset of project planning to determine whether a project is regionally significant. The following types of projects may be regionally significant and should be discussed with the GF/EGF MPO staff:

TYPE #1 Projects subject to full TIP procedures including financial plan;

North Dakota Federal Aid Program Responsibility Matrix

Fund Source	Maximum % Federal Share (sliding scale may vary percentages)	%Matching Share (sliding scale may vary percentages)	Program Responsibility (Solicitation, Prioritization), 23 CFR 450.314(a); 23 CFR 450.330(a)	State Administratg Agency (Local Govt, Planning, Operations, Etc)	Federal Administratg Agency
FTA 5307-Urbanized Areas Formula Grants	50% on operations; can fund the first 10% of ADA paratransit operations at 80%; 83% on rolling stock that is CAA and ADA; 80% on all other capital. 80% on planning and mobility management	50% operations; 20% on the first 10% of ADA paratransit; 17% on rolling stock that is CAA and ADA compliant; 20% on planning and mobility management	Public Transit Operator submits projects to the MPO as part of TIP solicitation process. Public Transit Opearor, in cooperation with MPO and NDDOT, makes project selection through the TIP development process. Public Transit Operator and MPO coordinate the development of the Program of Projects (POP) where relevant; MPO comments on POP in MPO areas where POP is not satisfied through TIP process.	Local Government	FTA
FTA 5339-Bus & Bus Facility Grants & Capital Assistance	83% on rolling stock that is CAA and ADA compliant; 80% on all other capital	17% on rolling stock that is CAA and ADA compliant; 20% on all other capital purchases	NDDOT and MPO annually solicits projects from transit providers from throughout the State of North Dakota. For transit operators which provide service within or adjacent to a Metropolitna area, follow the MPO regarding TIP development.	Local Government	FTA
FTA 5310-Elderly & Person with Disabilities	80%	20%	NDDOT and MPO annually solicits projects from transit providers from throughout the State of North Dakota. For transit operators which provide service within or adjacent to a Metropolitna area, follow the MPO regarding TIP developmentwhich includes coordination with other public transit operators in the MPO area.	Local Government	FTA
FTA 5311-Rural	50% on operations; 80% on capital	50% on operations; 20% on capital	NDDOT and MPO annually solicits projects from Section 5311 providers from throughout the State of North Dakota. For transit operators which provide service within or adjacent to a Metropolitna area, follow the MPO regarding TIP developmentwhich includes coordination with other public transit operators in the MPO area.	Local Government	FTA
Interstate Maintenance Program	Varies by projects - Refer to page 38 of NDDOT Local Government Manual.	Varies by projects - Refer to page 38 of NDDOT Local Government Manual.	The Maintenance type projects follow the solicitation process similar to the Regional Road Program. For expansion type projects, the NDDOT uses the Urban Interstate Priorities Process	Programming & Local Government	FHWA
Urban Roads Local Program	80.93%	19.07%; or 100% above project cap	MPO solicits projects within the MPO area. MPO develops a prioritized list of projects through the "3C" process and submits to NDDOT Local Government. The candidate project list is developed annually through the TIP/STIP development process and is provided to the MPO for comment at the "candidate project" TIP stage. NDDOT submits to MPO a draft program prior to review/approval by NDDOT Managment.NDDOT makes final project prioritization in cooperation with the MPO.	Programming & Local Government	FHWA

North Dakota Federal Aid Program Responsibility Matrix

Fund Source	Maximum % Federal Share (sliding scale may vary percentages)	%Matching Share (sliding scale may vary percentages)	Program Responsibility (Solicitation, Prioritization), 23 CFR 450.314(a); 23 CFR 450.330(a)	State Administering Agency (Local Govt, Planning, Operations, Etc)	Federal Administering Agency
Urban Roads Regional Program	80.93%	NDDOT pays 9.07% local match on secondary regional, locals pay 10%; NDDOT pays 19.07% local match on primary regional. Variations do apply, please refer to page 41 of NDDOT Local Government Manual.	MPO solicits projects within the MPO area. MPO develops a prioritized list of projects through the "3C" process and submits to NDDOT Local Government. The candidate project list is developed annually through the TIP/STIP development process and is provided to the MPO for comment at the "candidate project" TIP stage. NDDOT submits to MPO a draft program prior to review/approval by NDDOT Management. NDDOT makes final project prioritization in cooperation with the MPO.	Programming & Local Government	FHWA
Highway Safety Improvement Program (HSIP)	Varies by projects - Refer to page 45 of NDDOT Local Government Manual.	Varies by projects - Refer to page 45 of NDDOT Local Government Manual.	MPO will annually solicit for HSIP projects within the MPO area using NDDOT guidelines. A prioritized list of projects will be forwarded to the NDDOT Traffic Operations Section for evaluation and statewide ranking. NDDOT is responsible for final project selection in cooperation with the MPO.	Programming & Local Government	FHWA
State Highways - Rural Program	80.93%	NDDOT pays 19.07% local match	MPO solicits projects within the MPO area. MPO develops a prioritized list of projects through the "3C" process and submits to NDDOT Local Government. The candidate project list is developed annually through the TIP/STIP development process and is provided to the MPO for comment at the "candidate project" TIP stage. NDDOT submits to MPO a draft program prior to review/approval by NDDOT Management. NDDOT makes final project prioritization in cooperation with the MPO.	Programming	FHWA
Bridge Program - mainly rural areas and "off system" bridges	Varies by projects - Refer to page 44 of NDDOT Local Government Manual.	Varies by projects - Refer to page 44 of NDDOT Local Government Manual.	MPO solicits projects within the MPO area. MPO develops a prioritized list of projects through the "3C" process and submits to NDDOT Local Government. The candidate project list is developed annually through the TIP/STIP development process and is provided to the MPO for comment at the "candidate project" TIP stage. NDDOT submits to MPO a draft program prior to review/approval by NDDOT Management. NDDOT makes final project prioritization in cooperation with the MPO.	Bridge & Local Government	FHWA
Urban Grant Program	80.93%	19.07%; or 100% above project cap	MPO solicits projects from within the MPO area in cooperation with the NDDOT. The MPO develops a prioritized list of projects and makes final prioritization of projects in cooperation with NDDOT.	Local Government	FHWA
County Road Program	80.93%	19.07%; or 100% above project cap	MPO solicits projects from the County which would be within the MPO area and develops a prioritized list of projects. MPO makes final prioritization of projects in cooperation with NDDOT.	Local Government	FHWA

North Dakota Federal Aid Program Responsibility Matrix

Fund Source	Maximum % Federal Share (sliding scale may vary percentages)	%Matching Share (sliding scale may vary percentages)	Program Responsibility (Solicitation, Prioritization), 23 CFR 450.314(a); 23 CFR 450.330(a)	State Administrating Agency (Local Govt, Planning, Operations, Etc)	Federal Administrating Agency
<p>Transportation Alternatives Program (TAP)</p>	<p align="center">80%</p>	<p align="center">20%; or 100% above project cap</p>	<p>This combines the SAFETEA-LU TE and SR2S Programs. MPO solicits projects (using NDDOT guidelines) within the MPO area. MPO ranks and prioritizes projects and submits to NDDOT. NDDOT makes project selection. NDDOT submits to MPO a draft program. NDDOT makes final project prioritization in cooperation with the MPO.</p>	<p align="center">Local Government</p>	<p align="center">FHWA</p>
<p>Recreational Trails</p>	<p align="center">80%</p>	<p align="center">20%</p>	<p>MPO solicits projects (using Rec Trails application) within the MPO area. MPO ranks and prioritizes projects and submits to ND Parks and Recreation. ND Parks and Recreation makes project selection in cooperation with the MPO. ND Parks and Rec submits to MPO a draft program prior to review/approval by ND Parks and Rec Management. ND Parks and Rec makes project Prioritization in cooperation with the MPO.</p>	<p align="center">ND Parks and Recreation</p>	<p align="center">FHWA</p>

Minnesota Federal Aid Program Responsibility Matrix

Fund Source	% Federal Share (sliding scale may vary percentages)	%Matching Share (sliding scale may vary percentages)	Program Responsibility (Solicitation, Prioritization). 23 CFR 450.314(a); 23 CFR 450.330(a)	State Administering Agency (Office of Transportation Management, Transit and Active Transportation, Etc)	Federal Administering Agency
FTA 5307-Urbanized Areas Formula Grants	<i>50% on operations; can fund the first 10% of ADA paratransit operations at 80%; 83% on rolling stock that is CAA and ADA; 80% on all other capital. 80% on planning and mobility management</i>	<i>50% operations; 20% on the first 10% of ADA paratransit; 17% on rolling stock that is CAA and ADA compliant; 20% on planning and mobility management</i>	Pending outcome of FHWA-MN and MnDOT Joint TIP/STIP Review	MnDOT Transit Section	FTA Denver
FTA 5339-Bus & Bus Facility Grants & Capital Assistance	<i>83% on rolling stock that is CAA and ADA compliant; 80% on all other capital</i>	<i>17% on rolling stock that is CAA and ADA compliant; 20% on all other capital purchases</i>	Pending outcome of FHWA-MN and MnDOT Joint TIP/STIP Review	MnDOT Transit Section	FTA Chicago
FTA 5310-Elderly & Person with Disabilities	80%	20%	Pending outcome of FHWA-MN and MnDOT Joint TIP/STIP Review	MnDOT Transit Section	FTA Chicago
Flexed STP Transit	80% on capital	20% on capital	Pending outcome of FHWA-MN and MnDOT Joint TIP/STIP Review	MnDOT Transit Section	FTA/FHWA
State Transit	80% on capital 100% on operations	20% on capital 0% on operations	Pending outcome of FHWA-MN and MnDOT Joint TIP/STIP Review	MnDOT Transit Section	FTA Denver
District Risk Management Program	80.00%	20% funded by state	MPO solicits projects within the MPO area. MPO develops a prioritized list of projects in cooperation with MnDOT (District 2) and submits to MnDOT District 2 ATP. The candidate project list is developed annually through the TIP/ATIP development process and is provided to the MPO for comment at the "candidate project" TIP stage. MnDOT District 2 ATP submits to MPO a draft program prior to review/approval by MnDOT Management. MnDOT makes final project prioritization in cooperation with the MPO.	MnDOT District 2	FHWA
County Off-System Bridge Sub-Target	80%	20%; or 100% above available funding apportionment	MPO will annually solicit for County on-system and off-system projects (based on a list of eligible structures, as provided by MnDOT District 2) within the MPO area. Projects will be forwarded to MnDOT District 2 ATP. MnDOT makes final project prioritization in cooperation with the MPO.	MnDOT District 2 -	FHWA
Highway Safety Improvement Program (HSIP)	90%	10%	Pending outcome of FHWA-MN and MnDOT Joint TIP/STIP Review	MnDOT Office of Traffic Engineering	FHWA
Statewide Performance Program	80.00%	20% funded by state	MPO solicits projects within the MPO area. MPO develops a prioritized list of projects in cooperation with MnDOT (District 2) and submits to MnDOT District 2 ATP. The candidate project list is developed annually through the TIP/ATIP development process and is provided to the MPO for comment at the "candidate project" TIP stage. MnDOT District 2 ATP submits to MPO a draft program prior to review/approval by MnDOT Management. MnDOT makes final project prioritization in cooperation with the MPO.	MnDOT District 2	FHWA

Minnesota Federal Aid Program Responsibility Matrix

Fund Source	% Federal Share (sliding scale may vary percentages)	%Matching Share (sliding scale may vary percentages)	Program Responsibility (Solicitation, Prioritization), 23 CFR 450.314(a); 23 CFR 450.330(a)	State Administering Agency (Office of Transportation Management, Transit and Active Transportation, Etc)	Federal Administering Agency
Cities (>5000) Sub- Target	80.00%	20%; or 100% above available funding apportionment	MPO solicits projects from within the MPO area in cooperation with the MNDOT District 2. The MPO develops a prioritized list of projects and makes final prioritization of projects in cooperation with MnDOT District 2 ATP.	MnDOT District 2	FHWA
County Roads Sub- Target	80.00%	20%; or 100% above available funding apportionment	MPO solicits projects from the County which would be within the MPO area and develops a prioritized list of projects. MPO makes final prioritization of projects in cooperation with MnDOT District 2 ATP.	MnDOT District 2	FHWA
Transportation Alternatives	80%	20%	MPO solicits projects (using MnDOT District 2 ATP application) within the MPO area. MPO ranks and prioritizes projects and submits to MnDOT District 2 ATP. MnDOT District 2 ATP makes project prioritization in cooperation with the MPO.	MnDOT District 2	FHWA
National Freight Program	80%	20%	MnDOT solicits projects within Minnesota when funding is made available. Selected projects are funded with federal freight funds and are amended into the State Freight Plan. A statewide freight investment committee with representation from MnDOT, greater Minnesota cities, MPOs, RDOs and the MFAC is assembled to rank and score projects	MnDOT Office of Freight and Commercial Vehicle Operations.	FHWA
SRTS (Safe Routes to School Program)	0%	80% State 20% local	Pending outcome of FHWA-MN and MnDOT Joint TIP/STIP Review	MnDOT Safety Division	FHWA
Rail Safety	80%	20%	Pending outcome of FHWA-MN and MnDOT Joint TIP/STIP Review	MnDOT District 2 & MnDOT Rail Safety Division	FHWA

- all projects requiring an action by FHWA or FTA regardless of funding source on existing roadways that are functionally classified as *urban collector* (MN side splits into major collector and minor collector) or *rural major collector* and above that add capacity or provide other operational improvements (i.e., traffic signals, round-a-bouts, ITS, etc.), such as;
 - new interchanges on an Interstate highway [23 CFR 450.326(f)];
 - projects on National Highway System;
 - NEPA documents for transportation projects.

TYPE #2 Projects for informational purposes (but still included in financial plan);

- all projects on existing roadways that are functionally classified as *urban collector* (MN side splits into major collector and minor collector) or *rural major collector* and above that add capacity or provide other operational improvements (i.e., traffic signals, round-a-bouts, ITS, etc.) ;
- new structures that will provide newly created connectivity across a physical barrier (ex. bridges across a river, highway, railroad track, drainage channel, etc.);
- Federally funded transportation projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53 [23 CFR 450.324(f)];
Examples: Community Development Block Grant (CDBG) funds improving sidewalks and curb ramps and Department of Energy (DOE) funds purchasing traffic signal equipment
- projects on a facility that provides access to and from the area outside the Federal urban Aid Boundary (see map in Appendix I) and are included in the modeling of the metropolitan area’s transportation network;
- projects on facilities serving major activity centers and major planned developments (ex. malls, sports complexes, large employment centers, transportation terminals) and are included in the modeling of the metropolitan area’s transportation network; and

Coordination on these projects has the added benefit of allowing the GF/EGF MPO to update regional land use and transportation models used to support local agency planning.

b. Projects NOT Programmed in the TIP

[23 CFR 450.326(e)(1-7)]

The following projects do not need to be programmed in the TIP:

- Emergency relief projects resulting from either a federally declared emergency or state declared emergency (except those involving substantial functional, locational, or capacity changes)
- Those projects described in the Federal regulations involving metropolitan planning, state planning and research, national planning and research, and project management oversight unless these are funded through certain types of funding, such as STP or FTA 5307 programs
- Federal transportation funds not utilized for surface transportation (ex. Federal Aviation Administration funds not involving road improvements)

7. TIP PROJECT LEVEL DEVELOPMENT

a. TIP Project Information Required

[23 CFR 450.326(g)]

For each project in the TIP, sufficient information must be provided to:

- identify each project: type of project, scope, termini, length, route number, and other basic project location information;
 - identify the project development phase(s) for which funding is requested to be programmed (environmental/NEPA document preparation, preliminary engineering, design, right-of-way, construction, other);
 - estimated total project cost (which may extend beyond the time period of the TIP) from all fund sources, Federal and non-Federal;
 - amounts of federal, state and local funds proposed to be obligated for each project phase during the program period in each fiscal year;
 - designate the requested type of Federal funds to be used by the project;
 - identify the source for any applicable matching funds;
 - indicate the source of the cost estimate (ex. scoping document, design report, etc.);
 - indicate how year of expenditure (YOE) inflation is being considered in the development of cost estimates beyond the first fiscal year of the TIP if different than MPO suggested YOE;
 - identify the lead agency responsible for project implementation;
 - identify a lead agency contact person who can answer questions
 - indicate whether the project has any ITS elements, and if so, that it is consistent with the regional ITS architecture; and
-
- Projects submitted for inclusion in the TIP must be consistent with the current, approved MTP. [23 CFR 450.324(i)]
 - The TIP shall include a project, or phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.
 - Only projects for which funds can reasonably be expected to be available may be included in the TIP. [23 CFR 450.326(j)]
 - Projects submitted must also meet any eligibility requirements outlined in Federal regulations and any requirements necessary to secure the proposed funding source(s).

8. TIP DEVELOPMENT PROCESS

a. Process Overview

Currently, a new TIP is developed every year. The GF/EGF MPO has the responsibility to initiate each new TIP cycle. Generally, this cycle begins in August with approval from the Executive Board of the TIP. The TIP is then given final approval from the FHWA and FTA. Appendix III establishes a generic *TIP Development Schedule*. During the annual TIP development cycle, revisions are made to the TIP schedule.

The GF/EGF MPO will drive project solicitation and prioritization. Project solicitation will be based on a GF/EGF MPO application developed cooperatively through the metropolitan planning process that allows projects to be locally evaluated by the Technical Advisory Committee (TAC) and prioritized by the GF/EGF MPO Executive Policy Board. This will typically occur in December/January. Prioritized projects will be added to the TIP as “candidate projects.” The GF/EGF MPO staff is responsible for developing the TIP,

Once MPO Staff has developed the draft TIP, it is submitted to the TAC for their review, comments and recommendations. Public review will also occur prior to and including the TAC meeting. TAC actions will be taken based on group consensus, unless timely decisions cannot be made, at which time a majority vote of members will be required. Nonvoting advisory members will be encouraged to attend all meetings and provide full input to TAC discussions.

The recommended TIP is submitted to the Executive Board for approval. Upon completion of the GF/EGF MPO prioritization process; applications will be forwarded to each respective State Agency for additional review and vetting, as per normal procedures. The GF/EGF MPO will make final project prioritization in cooperation with each respective State Agency based on the estimated availability of federal funds. This is a two step process. First a draft TIP is prepared for public comment, typically in April. A final TIP is prepared for public comment, typically in August. Following Executive Board approval, the TIP is forwarded to each respective State Agency for approval, and inclusion, without modification, into their Statewide Transportation Improvement Program (STIP). On the Minnesota side, the TIP is given to the District 2 ATP for first inclusion into their ATIP, and then it is forwarded for inclusion in their STIP. The STIPs (with the TIP incorporated) are then submitted to the FHWA and FTA for approval [23 CFR 450.328(b)]

b. TIP Development Milestones

Step 1. Review TIP Development Process

Action 1-a. August or September – The GF/EGF MPO Staff Presents an Overview of the TIP Development Process to the TAC and Executive Board. GF/EGF MPO staff will review the TIP development process with appropriate groups.

Step 2. Determine Existing TIP Projects' Status

Before new projects are considered, existing TIP projects will be evaluated and summarized to assure that TAC members have the information necessary for assessing how new projects will complement or supplement the previously approved program of projects.

All project sponsors are required to provide accurate updates for all projects in the current TIP approximately thirty (30) days prior to the beginning of the TIP development process. This information will provide the basis for identifying programmed projects, which are not anticipated to be able to access the funds at the time they are currently programmed. It will also be used to identify projects, which will be identified as “carry-over projects” and will not be required to compete for funding in the new TIP.

If a project is included in the currently adopted TIP, but has experienced significant changes in project scope or funding, a new project proposal may be required. This decision will be made by the GF/EGF MPO staff prior to the TAC discussion and identification of carry-over projects. The thresholds for “significance” will be the same as those used to determine whether a TIP amendment would have been required if the change had occurred during the TIP program period (see criteria in Section #12).

Action 2-a. August – The GF/EGF MPO Distributes Existing Project Status Update Sheets

These are distributed to all lead agencies for existing TIP projects in August. Lead agencies provide updated project information. In particular, whether the project’s existing funding schedule has/will be met and whether current fiscal year Federal funds have been obligated or will be obligated by September 30th. In addition to the annual development of the TIP, this report will be distributed every year to update project information and determine what project funding will be “rolled-over” into the next fiscal year. Return date will be in mid-September.

Action 2-b. September – The GF/EGF MPO Prepares Existing Projects Status Report

This information is analyzed by the GF/EGF MPO staff who will prepare an Existing Projects Status Report for presentation at the October TAC & Executive Board meetings.

Step 3. Issue Call for Project Proposals

Action 3-a. Mid-September – The GF/EGF MPO Staff Distributes “Call for Proposals” packet

The GF/EGF MPO will mail a “Call for Proposals” packet to each jurisdiction in the GF/EGF MPO to the jurisdiction’s TAC member, notifying them of the opportunity to submit project proposals. The packet will include all necessary forms, deadlines and schedules. Packets will also be mailed to other agencies that are eligible to sponsor Federal-aid transportation projects, such as the NDDOT, the MNDOT, public transit operators, city engineering staffs, Federal land management agencies, and to private citizens or private sector organizations that have requested TIP notification. Copies will be provided at the same time to all TAC members.

Action 3-b. Mid-Sept. thru Mid-Nov. - Lead Agencies Prepare Project Proposals

Agencies/project sponsors shall have at least sixty (60) days to complete and submit project proposals.

Lead agencies may request additional funds for carry-over projects. However, these requests must be submitted during the project proposal step and the projects will be evaluated in relation to the new project proposals.

New projects that are the result of a TIP-funded study will be subjected to the same evaluation process and criteria as other new project proposals. Study recommendations will not be automatically funded for implementation.

The GF/EGF MPO staff will provide assistance in completing project proposals when requested.

Action 3-c. Early December – Deadline for Submission of Project Proposals

The period for receiving project proposals will end at 12:00 p.m. on the date of the deadline, approximately sixty (60) days from the date of the Call for Proposals. Project proposals must be received at the GF/EGF MPO offices or postmarked by that time. Any project proposals received after that date will be marked “late” and may not be considered. There is a possibility that they will be deferred until the next TIP cycle if significantly late.

Action 3-d. First Two Weeks of December – Initial Screening the GF/EGF MPO Staff Review of Proposals

GF/EGF MPO staff will review all project proposals for completeness and clarity. Staff will communicate with the designated project contact person should questions or issues need to be addressed. Any project proposal that remains incomplete or has unresolved issues after this review period may not be considered and could be deferred until the next TIP cycle.

Initial Screening – Each project must meet certain minimum requirements. These screening criteria (see Section 9) are posed as “yes/no/not applicable” questions

and no points are assigned. A “no” answer precludes the project from further consideration.

Step 4. Establish Funding Estimates

As part of the TIP Financial Plan, estimates of available funds will be developed in accordance with Federal regulations. [23 CFR 450.326(j)] The GF/EGF MPO, the NDDOT, the MNDOT and public transit operators will cooperatively develop estimates of funds that are “reasonably expected to be available” for the TIP from all fund sources. [23 CFR 450.326(j)]

The estimates shall be distributed to the TAC and Executive Board. These estimates may be revised during the project evaluation and refinement process of TIP development, based on updated information. Development of accurate funding estimates is critical to the completion of a TIP that can be effectively implemented.

Action 4-a. September to December –The GF/EGF MPO Staff, The NDDOT, The MNDOT & Public Transit Operators Meeting

On or before September 1st the GF/EGF MPO, the NDDOT, the MNDOT, and public transit operators will meet and cooperatively develop estimates of funds that are “reasonably expected to be available” for the TIP from all fund sources. [23 CFR 450.326(j)]

Step 5. Evaluation of Projects

For all proposed projects meeting the “initial screening” criteria, further evaluation shall be performed.

- The MPO staff shall distribute to TAC members copies of all project proposals submitted (those meeting initial screening criteria) by the various agencies proposing projects including any supporting documents, and make them available for public review and comment.
- Agencies proposing projects will be allowed to make a brief presentation on their set of proposed projects to the TAC. Agencies wishing to make a presentation should notify the GF/EGF MPO Executive Director at least 10 days prior to the December TAC meeting. The TAC and/or Executive Director of the MPO shall discuss the relative merits of all project proposals. As well, the TAC members may request that the GF/EGF MPO staff provides quantitative analyses of like projects to assist in the programming and prioritization of projects.

Please refer to Section 9 and Appendix IV for the Project Scoring Criteria, which parallels this step.

Representatives from agencies proposing projects are strongly encouraged to attend

these TAC meetings and be prepared to answer these and other questions regarding their proposals.

Step 6. Prepare 1st Draft TIP

The TAC will program proposed projects to form the first draft TIP. Using the project application and completed scoring sheets, the TAC will attempt to fund all projects with available resources by funding category, in accordance with Federal and state eligibility requirements. All projects programmed must be consistent with the current MTP or the MTP being developed concurrently with the TIP.

Step 7. Analyze & Refine Draft TIP and Prepare Final Draft TIP

After a 1st draft TIP has been developed, the GF/EGF MPO staff will analyze the draft TIP to determine whether it conforms to air quality requirements, plans and regulations, environmental justice, and financial constraint.

The results of each analysis and any recommended revisions, along with the impacts of the proposed revisions, will be provided to the TAC for their consideration. Refinements to the draft TIP will be made as appropriate. If refinements are made, the GF/EGF MPO staff will complete additional analyses as appropriate to assure that these Federal requirements and local goals have been met.

Action 7-a. End of March/April – Prepare Final Draft TIP

Based on any refinements needed, the GF/EGF MPO staff shall prepare the Final Draft TIP.

Step 8. Committee Review & Recommendations

The Final Draft TIP will be presented to the TAC for their recommendations to the Executive Board. The Final Draft TIP will also be sent to the MNDOT District 2 ATP for their review, comment, and inclusion in their ATIP. Concurrently, the Final Draft TIP will be provided to the NDDOT and the MNDOT for inclusion, in its entirety, in their Draft Statewide Transportation Improvement Programs (STIPs). Following this work, the document will be released for formal public review.

Action 8-a. March – TAC Meeting(s)

On or before April 30th, the TAC shall make a recommendation to the Executive Board based on its review of, and any comments submitted by affected government agencies and other parties on the Final Draft TIP.

Step 9. Public Involvement

The GF/EGF MPO undergoes a continuous outreach process. Projects for the TIP are recommended by local governments, the GF/EGF MPO, the NDDOT, and the MNDOT. Primary programming concerns at the TIP development level are related to addressing regional issues, the establishment of project priorities, and the assurance that projects are consistent with the MTP.

Action 9-a. Local Public Involvement

Citizen input should be accomplished at the earliest point in time when the sponsoring agency approves a list for projects to be submitted to the GF/EGF MPO for funding. The project sponsor is responsible for providing appropriate citizen involvement at this level. Each local government has its own public involvement process for transportation issues. Since local governments submit projects to the GF/EGF MPO for review and inclusion in the GF/EGF MPO TIP, members of the public should take advantage of opportunities to provide input at the local level.

Action 9-b. Committee Updates & Public Information Meetings

Status reports will be provided to the TAC and Executive Board at each of their meetings throughout the entire TIP development process, generally from September through June every Federal fiscal year. In addition to the formal public review period, selected meetings will be utilized to encourage earlier public involvement by the MPO. Selected meetings will be advertised as public information meetings and TIP information will be presented and comments will be received. These may be in conjunction with public information meetings for the developing MTP.

Action 9-c. March & April – Formal Public Review

The GF/EGF MPO will also provide an opportunity for public review of the draft TIP. The draft TIP will be released for public review and comment for at least ten (10) days. Copies of the document(s), along with a comment form will be distributed to various agencies and locations and posted on the MPO website (www.theforksmmpo.org). Details about the GF/EGF MPO's public involvement efforts can be found in *Public Participation Plan for the Grand Forks/East Grand Forks Metropolitan Planning Organization*

The GF/EGF MPO staff will review all comments and make any necessary recommendations regarding appropriate ways to address concerns that have been raised. Comments received will be summarized and/or distributed to the Executive Board. Finally, time will be allotted at that Executive Board meeting for public comment on the TIP. Each member of the public who comments on the draft TIP and provides their name and address or an email address, will receive a written or email response describing how the Executive Board responded to their input.

Step 10. July/August – MPO Approval of the TIP

Action 10-a. April – Approval by the GF/EGF MPO Executive Policy Board

The Executive Board of the GF/EGF MPO shall vote on approval of the Transportation Improvement Program (and any concurrently developed amendment to the existing TIP) for the GF/EGF MPO. (Should the Executive Board not approve the TIP or delay action on the TIP, the GF/EGF MPO staff shall proceed as directed by the Executive Board)

Action 10-b. July/August – Send Approved TIP to the NDDOT and the MNDOT

Following the vote to approve the TIP, the MPO staff will incorporate any final revisions made by the Executive Board and formally send the approved TIP to the North Dakota Department of Transportation, the Minnesota Department of Transportation, and the MNDOT District 2 ATP planner, with a request to forward the document for approval by each Governor's designee and incorporation into their Statewide Transportation Improvement Programs (STIPs).

Step 11. June – August – State Actions (NDDOT is the *Lead State Agency* and the timelines reflect ND schedules. MN typically month or two later)

Action 11-a. July/August – Incorporation of the TIP into the STIP

Following approval by the NDDOT and the MNDOT, the NDDOT and the MNDOT shall, by reference or inclusion, incorporate the GF/EGF MPO TIP into the STIP without modification [23 CFR 450.216(b) & 450.326(b)]. (Should either State Governor's designee not approve the TIP or delay action on the TIP, the GF/EGF MPO staff shall confer with respective State DOT staff.)

Action 11-b. July/August – Send Approved TIP/STIP to FHWA and FTA

Both the NDDOT and the MNDOT shall be responsible to inform the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that the TIP has been approved. The Federal Highway Administration and the Federal Transit Administration review and approve the TIP as part of its inclusion in the respective STIPs.

Step 12. August/September – Review by the FHWA and FTA

Upon receipt of the STIP (which will have the TIP incorporated into it either directly or by reference) the FHWA and FTA shall review the TIP as noted in Federal regulations [23 CFR 450.328]. The FHWA and FTA shall review the process to assure that *“the TIP is consistent with the MTP produced by the continuing and comprehensive transportation process carried on cooperatively by the GF/EGF MPO, the State, and public transportation operators in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding shall be based on the self-certification statement submitted by the State and the GF/EGF MPO under 23 CFR 450.336, a review of the MTP by the FHWA and FTA, and upon other reviews as deemed necessary by the FHWA and the FTA.”*

Action 12-a. August/September (approx.) – Approval by FHWA and FTA

Both agencies will send the NDDOT and the MNDOT their results of their review.

Action 12-b. August/September (approx.) – Notification from the DOTs of FHWA & FTA Decisions

The NDDOT and the MNDOT shall notify the GF/EGF MPO of the decisions made by the FHWA and FTA.

Step 13. October 1st – Effective Date of the “New” TIP

The TIP, after approval by the Executive Board, the Governor's designee, the FHWA, and the FTA becomes effective at the beginning of the new Federal Fiscal Year on October 1st.

Action 13-a. October 1st – Distribution of the New TIP

MPO staff will make any necessary changes to the TIP data base to reflect the approved new TIP and distribute the TIP and post it on the MPO website.

9. TIP PROJECT PRIORITIZATION and SELECTION for IMPLEMENTATION

Project Screening

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

Is the proposed project consistent with the MTP (current MTP or the draft MTP under development) in terms of scope, termini, and timing?

Does the proposed project include a reasonable cost estimate and a funding plan?

Is the proposed project eligible for the requested Federal aid program?

If the proposed project is in the first four years of the TIP (Federal TIP) can the project meet NEPA, design, right-of-way and/or construction letting milestones within the TIP time frame?

Will the completed project comply with ADA requirements?

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

Project Prioritization

As a management tool for monitoring progress in implementing the MPO’s MTP [23 CFR 450.324 (n)], the MPO staff will evaluate, based upon established criteria, each project’s ability to fulfill the goals of the MPO’s MTP. The criteria (see Appendix IV) provide a series of yes/no questions which indicate how the proposed project will incorporate the goals of the MPO’s MTP.

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

Agencies are encouraged to use the evaluation system while they are preparing their projects for submission as a checklist to ensure their projects are fulfilling the goals of the MTP. Evaluation considerations shall include, but are not limited to:

- Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.
- Increase security of the transportation system for motorized and non-motorized uses.
- Increase the accessibility and mobility options to people and freight by providing more transportation choices.
- Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities - whether urban, suburban, or rural.
- Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.
- Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.
- Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.
- Increase safety of the transportation system for motorized and non-motorized uses.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.
- Factors of local or regional importance.

Project Selection

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

Most projects shall be selected by the NDDOT and the MNDOT, in cooperation with the GF/EGF MPO. For transit project selection, the NDDOT and the MNDOT, along with the transit operators, will work cooperatively with the GF/EGF MPO. During project selection, all agencies, working cooperatively, will compare these projects to others in the same funding category based on the criteria listed in the Project Selection Criteria section.

Federal Regulations provide a definition of project selection [23 CFR 450.104]:

"Project Selection means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved

TIP and/or STIP to implementation.”

a. Project Selection and the Four-Year TIP

[23 CFR 450.332(a)]

1. Projects In the 1st Year of the TIP

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

2. Projects In the 2nd, 3rd, and 4th Years of the TIP [23 CFR 450.332(a)]

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

b. Project Selection Criteria

These criteria will serve as guidance to the GF/EGF MPO and lead agencies for selecting projects for inclusion into the first year of the TIP. These criteria shall also apply to selecting projects for inclusion in the 2nd, 3rd, and 4th years of the TIP to serve as a prioritized list of projects to advance as necessary. Projects will be selected from those already programmed in the TIP. Newly proposed projects may be considered, provided they are consistent with the MTP, meet all other TIP project requirements and are process through the TIP revision process.)

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

10. TIP Performance Measures Discussion

The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 USC 450.306(d). [23 CFR 450.326(b)] The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. [23 CFR 450.326(d)]. The metropolitan transportation plan also identifies additional performance measures and targets beyond the federally required ones. The discussion in the TIP should reflect those performances as well.

a. Introduction

The introductory paragraph(s) should include a broad discussion of the performance measures, including a brief discussion of how applicable MPO plans support achievement of the targets. This discussion provides a link between short-term management (TIP) and long-range decisions (MTP) about policies and investments that the MPO makes for its transportation system.

MAP-21 and FAST place increased emphasis on performance management within the Federal-aid highway program Federal transit program, including development of national performance measures to be used by State DOTs and MPOs in setting targets.

Specifically, they are as follows:

- *National Performance Management Measures for the Highway Safety Improvement Program* (23 CFR 490, Subpart B)
- *National Performance Management Measures for Assessing Pavement Condition* (23 CFR 490, Subpart C)
- *National Performance Management Measures for Assessing Bridge Condition* (23 CFR 490, Subpart D)
- *National Performance Management Measures to Assess Performance of the National Highway System* (23 CFR 490, Subpart E)
- *National Performance Management Measures to Assess Freight Movement on the Interstate System* (23 CFR 490, Subpart F)
- *Transit Asset Management* (49 CFR 625)
- *Transit Safety* (49 CFR 673) (not due to be set until October 2020)

b. Anticipated Effect

The ultimate connection between the TIP and the performance measures is analyzing how the TIP impacts progress towards the targets. The intent of the discussion is not to focus on project by project examination of its individual affect. Rather, it is to take a holistic approach to look at the TIP projects in groups and how collectively they achieve progress towards targets.

The following information shall be discussed:

- What is the anticipated effect of the TIP with respect to performance target categories?
- How will this year's TIP help the MPO, State DOTs and transit providers achieve, or make progress toward achieving, the performance targets?
- Are targets the MPOs set themselves? If so, greater discussion is needed.
- Are targets the MPOs will be supporting State DOTs? If so, less discussion is needed, but this discussion should focus on efforts in MPO Study Area.

The TIP shall note any areas of concern, either within or beyond the MPO's control, that could hinder target achievement. This could include staffing levels, data gaps, MPO influence, local priorities, or otherwise.

c. MPO Investment Priorities

In setting targets, the MPO must make decisions the prioritizes projects by inserting the projects into the TIP. These investments should be initially identified in the MTP and the TIP should carry forward the projects meeting these investment priorities; and, thus achieving progress towards performance targets.

The following information shall be discussed:

- Has the MPO adopted a strategy to meet the performance targets?
 - Is it working?
 - How has that strategy shifted (or not shifted) over time?
- Is there currently enough revenue to meet the performance targets? If not, will investment priorities need to be reevaluated?
- What, if anything, is the MPO doing beyond federal funds to support the targets?

d. Conclusion

The TIP discussion should have a concluding paragraph(s) that provides information on:

- Are there any major takeaways the MPO has gathered working with the performance measures?
- What is the MPO's intended direction forward? What is working overall, and what may need reexamination?

Note - after several TIPs, the discussion should shift to how the projects programmed in previous TIPs "moved the needle". Earlier TIPs will focus less on this due to data lag.

11. TIP MANAGEMENT and INTERIM TIP YEARS

A new TIP is developed every year. Both NDDOT and MNDOT have established checklists (see Appendix V) for the MPO to use and submit. The checklists provide a quick summary of the key requirements of the TIP document and process. A completed checklist will ensure the MPO TIP is compliant with the requirements of 23 CFR 450.326.

As projects develop, they may experience delays or advancement which require changes in the TIP. In addition, the TIP must be fiscally constrained for each of the fiscal years of the TIP. This requires the TIP to be managed, and revised accordingly.

a. Project Status Update

Prior to the December deadline for submission of TIP project proposals, lead agencies shall provide the GF/EGF MPO with an assessment of the status of those projects in the current TIP. In early September of each year a status report will be provided by each lead agency. Failure by a lead agency to provide this information may jeopardize the priority of their project(s) in the TIP.

The following information shall be provided:

- Do the funds programmed in the current fiscal year of the TIP have a reasonable expectation of being obligated or secured (based on the “project readiness” criteria)?
- Does the project’s total programmed funding...
 - ...meet the total estimated project cost?
 - ...significantly exceed the total estimated project costs?
 - ...fall significantly short of the total estimated project costs?
- How is any shortfall of programmed funds being addressed?
- Are there any other project situations that affect timing, amount, or category of the programmed funds?
- Have the project’s scope and termini changed from what is noted in the TIP?
- A status report on Federal funding for each project including
 - ...What amount of Federal funding has been obligated in this FY?
 - ...What amount of Federal funding is expected to be obligated in this FY?
 - ...What is the date(s) of obligation?
 - ...What funding category(ies) was obligated?
 - ...How much was not obligated and needs to “roll-over” into the next FY?

Based on the information provided and other information, the TIP will be revised, if necessary, according to procedures for TIP Revisions.

12. TIP REVISIONS

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

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

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

a. Criteria Differentiating TIP Amendments and TIP Administrative Modifications

Amendments are required for:

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

Administrative Modifications can be made for:

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

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

b. When can revisions be made to the TIP

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

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

After approval by the Executive Board, the amendment is forwarded to the District 2 Engineer who forwards it to the MNDOT for approval and inclusion, without modification in their STIP; or to the NDDOT for approval and inclusion, without modification in their STIP. It is then forwarded to FHWA and FTA for approval as well.

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

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

13. REVISING TIP POLICIES and PROCEDURES

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

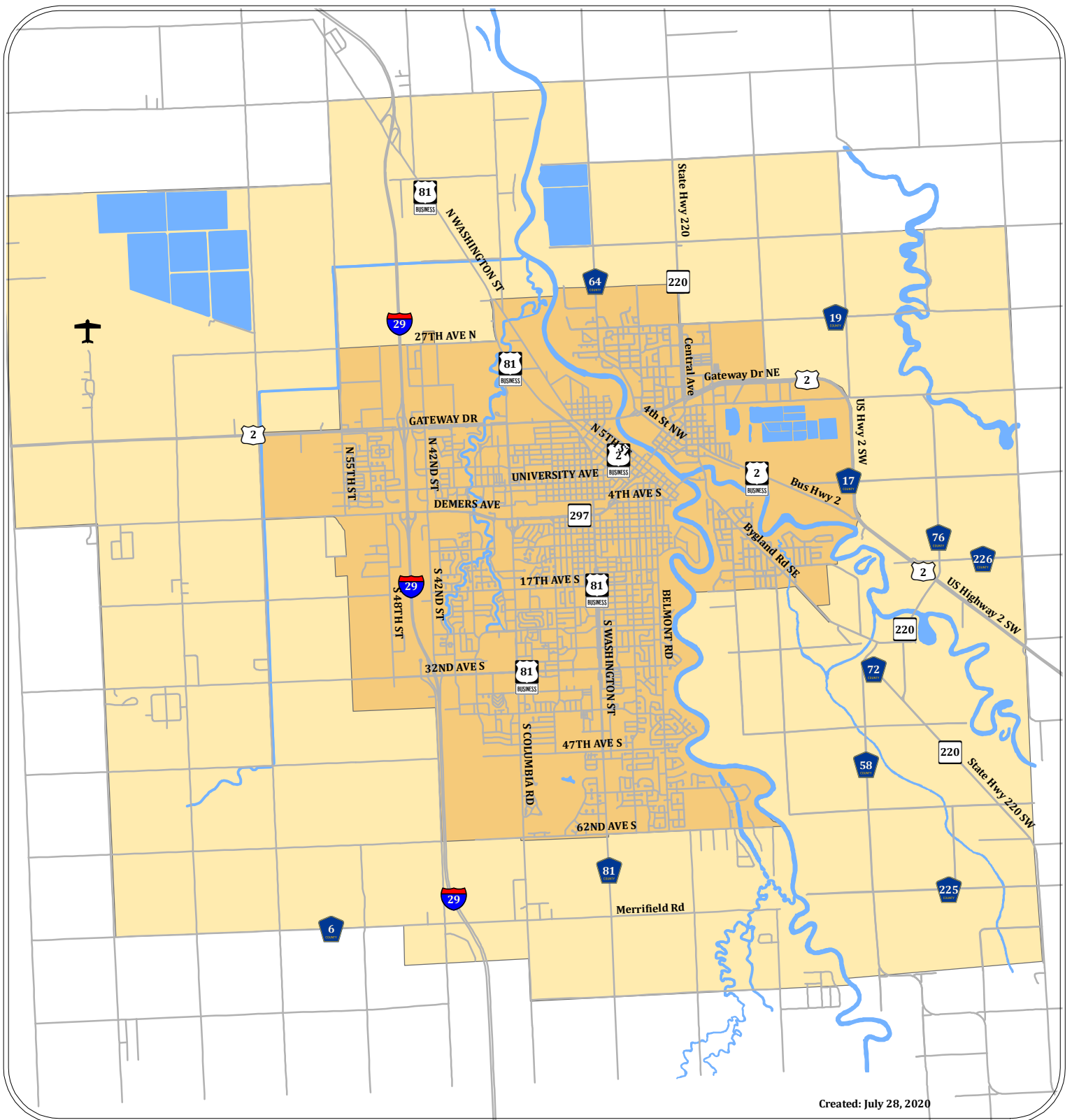
Appendices Changes The GF/EGF MPO staff may update the appendices to this document as necessary. All MPO committees, the Executive Board and all lead agencies shall be notified of such changes with appropriate explanation. Revised documents will be distributed and posted on the GF/EGF MPO website.

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









APPENDIX I

GF-EGF Metropolitan Planning Area

Grand Forks- East Grand Forks Metropolitan Planning Organization Planning Area

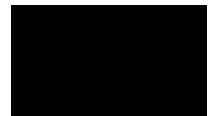


Created: July 28, 2020

-  Adjusted Federal Aid Urbanized Area
-  Interstate
-  US Business Highway
-  County Highway
-  MPO Planning Area
-  US Highway
-  State Highway
-  Water



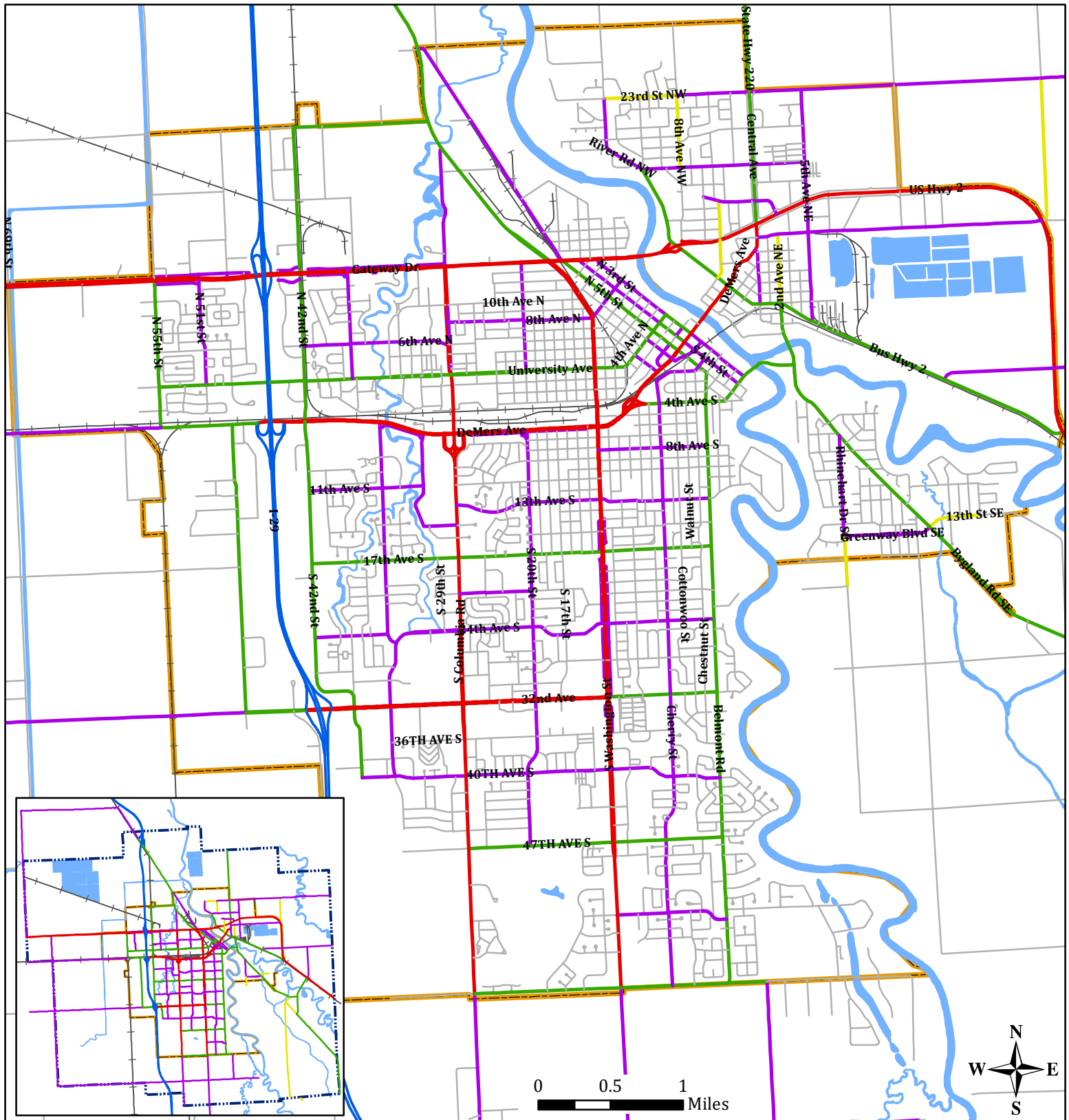
0 1 37.2 Miles



APPENDIX II

Map of Federally Eligible Roads

2019 Functional Classification



- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector*
- Minor Collector
- Local
- Railroad
- Adjusted Federal Aid Urbanized Area
- MPO Study Area
- Water

*Major Collector is being used in general. North Dakota uses Collector in Urban Areas & County Major Collector in Rural Areas. Minnesota uses Major Collector across the state.

APPENDIX III

PROJECT SCORING SHEETS

Note:

- 1 Planning factors listed in the Telus Assisted old MPO TIP scoring (TAS), are represented with normal font
- 2 Newly added planning factors are represented with italics font
- 3 References are in red bold font
- 4 Local/Regional Factors are no longer considered- are presented with strike through font
- 5 Objectives form Local/Regional Factors are included in the other planning factors



Score System

Adjust Scoring Categories

Setup Scoring Categories & Factors

Max. Score Max. Score Max. Score

Existing MPO Scoring

Goals	Description	Weight	Points	Weight	Points
1	Economic vitality Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets (GF-EGF 2045 MTP G1)	10 %	10 pts	15 %	15 pts
2	Security Increase security of the transportation system for motorized and non-motorized uses (GF-EGF 2045 MTP G2)	5 %	5 pts	5 %	5 pts
3	Accessibility and Mobility Increase the accessibility and mobility options for people and freight by providing more transportation choices (GF-EGF 2045 MTP G3)	15 %	15 pts	10 %	10 pts
4	Environmental/Energy/QOL Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural (GF-EGF 2045 MTP G4)	10 %	10 pts	10 %	10 pts
5	Integration and Connectivity Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit (GF-EGF 2045 MTP G5)	10 %	10 pts	10 %	10 pts
6	Efficient System Management Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability (GF-EGF 2045 MTP G6)	5 %	5 pts	10 %	10 pts
7	System Preservation Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes (GF-EGF 2045 MTP G7)	20 %	20 pts	15 %	15 pts
8	Safety Increase safety of the transportation system for motorized and non-motorized uses (GF-EGF 2045 MTP G8)	15 %	15 pts	10 %	10 pts
9	Resiliency and Reliability <i>Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (GF-EGF 2045 MTP G9)</i>	NA %	NA pts	10 %	10 pts
10	Tourism <i>Enhance travel and tourism (GF-EGF 2045 MTP G10)</i>	NA %	NA pts	5 %	5 pts
	Local/Regional Factors Factors of local or regional importance	10 %	10 pts	0 %	0 pts
TOTAL		100 %	100 pts	100 %	100 pts

TIP SCORING SHEETS



0= No
1= Yes

State Highway

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives		
	1.1 Recognize and identify investments that support current & future state highway network development plan	1	2.5
	1.2 Focus on highway network expansion and prime corridors in areas that are contiguous to current and future developed areas	1	2.5
	2 Enhance the state's economic competitiveness through the movement of goods and services	1	2.5
	3 Support efficient local and state highway, multimodal terminal connections for freight and rail movement	1	2.5
	4 Work located on identified truck route or identified in Freight Study	1	2.5
	5 Consistent with regional or state economic development plans	1	2.5
Total			15
Goal 2	Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical street and highway system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	1	0.71
	1.4 Coordinate/improves Special Events Management Plan	1	0.71
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment to monitor the security of the transportation infrastructure	1	0.71
	2.3 Coordinate with safety/security agencies of the state to prevent harmful activities	1	0.71
Total			5
Goal 3	Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays	1	1.67
	2 Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs	1	1.67
	3 Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	1	1.67
	4 consistent with state access control regulations	1	1.67
	5 Enhances the range of freight service options available to regional business	1	1.67
	6 Implements recommendations in ADA, railroad or any other ROW transition plans	1	1.67
Total			10

Goal 4	Environmental/Energy/QOL		Expected Weight (%)=	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i>		
	1.1	Implements context sensitive solutions	1	1.67
	1.2	Address EJ analysis process	1	1.67
	1.3	Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources	1	1.67
	1.4	Incorporates innovative stormwater management techniques	1	1.67
	2	<i>Maintain and improve quality of life along streets and highways</i>	1	1.67
	3	Maintain and improve regional air quality by promoting nonmotorized travel	1	1.67
			Total	10

Goal 5	Integration and Connectivity		Expected Weight (%)=	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i>		
	1.1	<i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i>	1	1.67
	1.2	Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).	1	1.67
	2	<i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i>		
	2.1	Invest in signage techniques to reduce excessive travel delays and traffic congestion	1	1.67
	2.2	Maximize direct travel trips between states	1	1.67
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	1	1.67
2.4	Address last segment/link of corridor	1	1.67	
			Total	10

Goal 6	Efficient System management		Expected Weight (%)=	10
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Implement best practice programming and innovative financing alternatives</i>		
	1.1	<i>Identify potential source of budget for year-round maintenance</i>	1	1.25
	1.2	<i>Provide an efficient and cost-effective motorized transport system</i>	1	1.25
	1.3	Improving operations without adding through capacity	1	1.25
	2	<i>Involve all local partners in the transportation planning process.</i>	1	1.25
	3	Cooperate across jurisdictional boundaries to create an integrated transportation network.	1	1.25
	4	Maintain and update the regional ITS architecture		
	4.1	Enhances interoperability among modal equipment and technologies	1	1.25
	5	Demonstrates analysis of project risk in implementation	1	1.25
6	Includes specific evaluation method to provide a measurement of effectiveness by collecting real time traffic data	1	1.25	
			Total	10

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	2.5
	1.2	Emphasizes system rehabilitation rather than expansion	1	2.5
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	1	2.5
	1.4	Preserve railroad ROW or other existing ROW	1	2.5
	2	Contributes to better system maintenance	1	2.5
	3	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	2.5
			Total	15

Goal 8	Safety		Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	1	1.11
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	1	1.11
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	1	1.11
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	1	1.11
	3.3	Improve sight distance at signalized and un-signalized intersections	1	1.11
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.11
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	1	1.11
	4	Enhances public safety of nonmotorized users	1	1.11
	5	Enhances safe and well-designed route to school zones and college campuses	1	1.11
			Total	10

Goal 9	Resiliency and Reliability		Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce state highway system vulnerability to snow and storm water		
	1.1	Maintain passable highways under all reasonable weather conditions	1	1.25
	1.2	Strategically design and maintain state highway system to operate under all reasonable weather conditions	1	1.25
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction	1	1.25
	2	Support the region's resilience and travel reliability through efficient detour and evacuation routes		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or	1	1.25
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incid	1	1.25
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted	1	1.25
	2.4	Maintain on-time project performance and implementation	1	1.25
	2.5	Improve engagement of transportation system, across and between modes, partners and stakeholders	1	1.25
			Total	10

Goal 10	<i>Travel & Tourism</i>	Expected Weight (%)= 5	
Enhance travel and tourism.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Maintain convenient and intuitive state highway access to major activity centers and tourist spots	
	1.1	1	1
	1.2	1	1
	1.3	1	1
	2	1	1
	3	1	1
Total			5

Local/Regional Factors

Factors of local or regional importance

- 1 Conformance with LRTP, corridor studies, school safety studie Inserted into multiple goals
- 2 Provides benefit for multiple jurisdictions Inserted into Goal 6 (Obj-3)
- 3 Demonstrates analysis of project risk in implementator Inserted into Goal 6 (Obj-5)
- 4 Advances smart growth objectives Inserted into Goal 1 (Obj-1)

Note:

- 1 Planning factors listed in the Telus Assisted old MPO TIP scoring (TAS), are represented with normal font
- 2 Newly added planning factors are represented with italics font
- 3 References are in red bold font
- 4 Local/Regional Factors are no longer considered- are presented with strike through font
- 5 Objectives form Local/Regional Factors are included in the other planning factors



Score System

Max. Score Max. Score Max. Sc

Adjust Scoring Categories

Setup Scoring Categories & Factors

TAS Scoring Proposed MPO Scoring

Goals	Description	Weight	Points	Weight	Points
1 Economic vitality	Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets (GF-EGF 2045 MTP G1)	10 %	10 pts	10 %	10 pts
2 Security	Increase security of the transportation system for motorized and non-motorized uses (GF-EGF 2045 MTP G2)	5 %	5 pts	5 %	5 pts
3 Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices (GF-EGF 2045 MTP G3)	15 %	15 pts	10 %	10 pts
4 Environmental/Energy/QOL	Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural (GF-EGF 2045 MTP G4)	10 %	10 pts	10 %	10 pts
5 Integration and Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit (GF-EGF 2045 MTP G5)	15 %	15 pts	10 %	10 pts
6 Efficient System Management	Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability (GF-EGF 2045 MTP G6)	5 %	5 pts	10 %	10 pts
7 System Preservation	Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes (GF-EGF 2045 MTP G7)	15 %	15 pts	15 %	15 pts
8 Safety	Increase safety of the transportation system for motorized and non-motorized uses (GF-EGF 2045 MTP G8)	15 %	15 pts	15 %	15 pts
9 Resiliency and Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (GF-EGF 2045 MTP G9)	NA %	NA pts	10 %	10 pts
10 Tourism	Enhance travel and tourism (GF-EGF 2045 MTP G10)	NA %	NA pts	5 %	5 pts
Local/Regional Factors	Factors of local or regional importance	10 %	10 pts	0 %	0 pts
TOTAL		100 %	100 pts	100 %	100 pts

TIP SCORING SHEETS

Local Roads



0= No
1= Yes

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)	10
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objective:		
	1.1 Recognize and identify investments that support current & future street network development plan	1	1.67
	1.2 Focus on street network expansion and prime corridors in areas that are contiguous to current and future developed areas and provide new access to job	1	1.67
	2 Enhance the area's economic competitiveness through the movement of goods and services	1	1.67
	3 Support efficient local street and highway, multimodal terminal connections for freight and rail movement	1	1.67
	4 Work located on identified truck route or identified in Freight Study	1	1.67
5 Consistent with local, regional or state economic development plans	1	1.67	
		Total	10

Goal 2	Security	Expected Weight (%)	5
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical street system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	1	0.71
	1.4 Coordinate/improves Special Events Management Plan	1	0.71
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment to improve the security of the transportation infrastructure	1	0.71
	2.3 Coordinate with safety/security agencies to prevent harmful activities	1	0.71
		Total	5

Goal 3	Accessibility and Mobility	Expected Weight (%)	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion	1	1.67
	2 Provides acceptable LOS for all streets, intersection and facilities as recommended in L RTPs and address any existing LOS deficiency	1	1.67
	3 Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	1	1.67
	4 consistent with local access control regulations	1	1.67
	5 Enhances the range of freight service options available to local business	1	1.67
	6 Implements recommendations in ADA ROW or any other ROW transition plans	1	1.67
		Total	10

Goal 4	Environmental/Energy/QOL	Expected Weight (%)	10
Protect and enhance the environment, promote energy conservation, and improve quality of life.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.	
	1.1	Implements core context sensitive solutions	1 1.67
	1.2	Address EJ analysis process	1 1.67
	1.3	Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources:	1 1.67
	1.4	Incorporates innovative stormwater management techniques	1 1.67
	2	Maintain and improve quality of life along streets and highways.	1 1.67
	3	Maintain and improve regional air quality by promoting nonmotorized travel	1 1.67
Total			10

Goal 5	Integration and Connectivity	Expected Weight (%)	10
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from local land use plan.	
	1.1	Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps	1 1.67
	1.2	Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).	1 1.67
	2	Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel need:	
	2.1	Invest in signage techniques to reduce excessive travel delays	1 1.67
	2.2	Maximize direct travel trips between major generators of metropolitan area	1 1.67
	2.3	Maintain and update street and highway functional classification consistent with FHWA guideline:	1 1.67
	2.4	Address last segment/link of corridor	1 1.67
Total			10

Goal 6	Efficient System management	Expected Weight (%)	10
Promote efficient system management and operation.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Implement best practice programming and innovative financing alternatives	
	1.1	Identify potential source of budget for year-round maintenance	1 1.25
	1.2	Provide an efficient and cost-effective motorized transport system	1 1.25
	1.3	Improving operations without adding through capacity	1 1.25
	2	Involve all local partners in the transportation planning process.	1 1.25
	3	Cooperate across jurisdictional boundaries to create an integrated transportation network.	1 1.25
	4	Maintain and update the regional ITS architecture	
	4.1	Enhances interoperability among modal equipment and technologies	1 1.25
	5	Demonstrates analysis of project risk in implementation	1 1.25
	6	Includes specific evaluation method to provide a measurement of effectiveness by collecting traffic data	1 1.25
Total			10

Goal 7	System Preservation		Expected Weight (%)	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	3
	1.2	Emphasizes system rehabilitation rather than expansion	1	3
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	1	3
	1.4	Preserve railroad ROW or other existing ROW	1	3
	2	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	3
			Total	15

Goal 8	Safety		Expected Weight (%)	15
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control element:	1	1.875
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in urban areas	1	1.875
	3	Consistent with Strategic local street and Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	1	1.875
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	1	1.875
	3.3	Improve sight distance at signalized and un-signalized intersections	1	1.875
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.875
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	1	1.875
	4	Enhances safe and well-designed route to school zones and college campuses	1	1.875
			Total	15

Goal 9	Resiliency and Reliability		Expected Weight (%)	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce street and highway system vulnerability to snow and storm water		
	1.1	Maintain passable streets and highways under all reasonable weather conditions.	1	1.25
	1.2	Strategically design and maintain the street and highway system to operate under all reasonable weather conditions.	1	1.25
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in	1	1.25
	2	Support the region's resilience and travel reliability through efficient detour and evacuation route:		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or ch	1	1.25
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incide	1	1.25
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted.	1	1.25
	2.4	Maintain on-time project performance and implementation	1	1.25
	2.5	Improve engagement of transportation system, across and between modes, partners and stakeholders	1	1.25
			Total	10

Goal 10		<i>Travel & Tourism</i>	Expected Weight (%)	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Maintain convenient and intuitive street and highway access to major activity centers</i>		
	1.1	<i>Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks</i>	1	1
	1.2	<i>Identify, coordinate, and communicate traffic plans for simultaneous events.</i>	1	1
	1.3	<i>Establish partnerships to foster tourism activities within MPO</i>	1	1
	2	<i>Enhance safe/easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area</i>	1	1
	3	<i>Provides landscaping/streetscaping or similar amenities</i>	1	1
			Total	5

Local/Regional Factors

Factors of local or regional importance

- 1 Conformance with LRTP, corridor stu Inserted into multiple goals
- 2 Provides benefit for multiple jurisdic Inserted into Goal 6 (Obj-3)
- 3 Demonstrates analysis of project risk Inserted into Goal 6 (Obj-5)
- 4 Advances smart growth objectives Inserted into Goal 1 (Obj-1)



Score System

Max. Score

Max. Score

Adjust Scoring Categories

Goals

Description

Setup Scoring Categories & Factors

Weight

Points

Weight

Points

<input type="text" value="1"/>	<input type="text" value="Economic vitality"/>	<input type="text" value="Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets."/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="2"/>	<input type="text" value="Security"/>	<input type="text" value="Increase security of the transportation system for motorized and non-motorized uses."/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
<input type="text" value="3"/>	<input type="text" value="Accessibility and Mobility"/>	<input type="text" value="Increase the accessibility and mobility options for people and freight by providing more transportation choices."/>	<input type="text" value="15"/> %	<input type="text" value="15"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="4"/>	<input type="text" value="Environmental/Energy/QOL"/>	<input type="text" value="life by valuing the unique qualities of all communities – whether urban, suburban, or rural."/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
<input type="text" value="5"/>	<input type="text" value="Integration and Connectivity"/>	<input type="text" value="Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit."/>	<input type="text" value="25"/> %	<input type="text" value="25"/> pts	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="6"/>	<input type="text" value="Efficient System Management"/>	<input type="text" value="Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability."/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="7"/>	<input type="text" value="System Preservation"/>	<input type="text" value="Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes."/>	<input type="text" value="25"/> %	<input type="text" value="25"/> pts	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="8"/>	<input type="text" value="Safety"/>	<input type="text" value="Increase safety of the transportation system for motorized and non-motorized uses."/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="9"/>	<input type="text" value="Resiliency and Reliability"/>	<input type="text" value="Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation."/>	<input type="text" value="NA"/> %	<input type="text" value="NA"/> pts	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="10"/>	<input type="text" value="Tourism"/>	<input type="text" value="Enhance travel and tourism."/>	<input type="text" value="NA"/> %	<input type="text" value="NA"/> pts	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
			TOTAL	<input type="text" value="95"/>	<input type="text" value="100"/> %	<input type="text" value="100"/> pts
<input type="text" value=""/>	<input type="text" value="Local/Regional Factors"/>	<input type="text" value="Factors of local or regional importance"/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts	<input type="text" value="0"/> %	<input type="text" value="0"/> pts

TIP SCORING SHEETS



0= No
1= Yes

County Road

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%)=	15
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Coordinate land use and transportation planning, programming, and investments between agencies to advance county level smart growth objectives	
	1.1		Recognize and identify investments that support current & future county road network development plan
	1.2		Focus on network expansion and prime corridors in areas that are contiguous to current and future developed areas
	2		Enhance the state's economic competitiveness through the movement of goods and services through FM roads
	3		Support efficient local county roads and multimodal terminal connections for freight and rail movement on the last mile or two access located on arterial street
	4		Work located on identified truck route or identified in Freight Study
	4		Consistent with local, regional or state economic development plans
Total			15

Goal 2	Security	Expected Weight (%)=	5
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Identify and maintain security of critical street and highway system assets.	
	1.1		Coordinate with local and regional emergency/security/hazardous materials movement
	1.2		Evaluate and manage the security of the transportation network, especially in critical areas
	1.3		Coordinate/improves Bridge Closure Management Plan
	1.4		Coordinate/improves Special Events Management Plan
	2	Support state and regional emergency, evacuation, and security plans.	
	2.1		Consistent with regional emergency and security planning system (ITS Regional Architecture)
	2.2		Provide necessary security training and equipment to monitor the security of the transportation infrastructure
	2.3		Coordinate with safety/security agencies of the state to prevent harmful activities
Total			5

Goal 3	Accessibility and Mobility	Expected Weight (%)=	10
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays	
	2	Provides acceptable LOS for all state highways, intersection and facilities as recommended in L RTPs and address any existing LOS deficiency	
	3	Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes	
	4	Consistent with local access control regulations	
	5	Enhances the range of freight service options available to local business	
	6	Implements recommendations in ADA, railroad or any other ROW transition plans	
Total			10

Goal 4	Environmental/Energy/QOL	Expected Weight (%)=	5
Protect and enhance the environment, promote energy conservation, and improve quality of life.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i>	
	1.1	Implements context sensitive solutions	1 0.83
	1.2	Address EJ analysis process	1 0.83
	1.3	Avoids or minimize impacts to wetlands or other natural habitats or cultural/historic resources	1 0.83
	1.4	Incorporates innovative stormwater management techniques	1 0.83
	2	<i>Maintain and improve quality of life by implementing a transportation system that considers the needs of all potential users, including children, senior</i>	1 0.83
	3	Maintain and improve regional air quality by promoting nonmotorized travel	1 0.83
Total			5

Goal 5	Integration and Connectivity	Expected Weight (%)=	15
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i>	
	1.1	<i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i>	1 1.88
	1.2	<i>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</i>	1 1.88
	2	<i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i>	
	2.1	Invest in signage and signal techniques to reduce excessive travel delays and traffic congestion	1 1.88
	2.2	Maximize direct travel trips in rural areas between local and regional major generators	1 1.88
	2.3	<i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i>	1 1.88
	2.4	<i>Improve sidewalks and walkways around transit stops, designated on-road and off-road routes</i>	1 1.88
	2.5	<i>Support first and last mile connections to improve travel access for nonmotorized users</i>	1 1.88
	2.6	Address last segment/link of corridor	1 1.88
Total			15

Goal 6	Efficient System management	Expected Weight (%)=	10
Promote efficient system management and operation.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Implement best practice programming and innovative financing alternatives</i>	
	1.1	<i>Identify potential source of budget for year-round maintenance</i>	1 1.25
	1.2	<i>Optimize System Performance by preventive maintenance and rehabilitation</i>	1 1.25
	1.3	Improving operations without adding through capacity	1 1.25
	2	<i>Involve all local partners, stakeholders and users in the transportation planning process.</i>	1 1.25
	3	<i>Cooperate across jurisdictional boundaries to create an integrated transportation network.</i>	1 1.25
	4	Maintain and update the local ITS architecture	
	4.1	Enhances interoperability among modal equipment and technologies	1 1.25
	5	<i>Demonstrates analysis of project risk in implementation</i>	1 1.25
6	Includes specific evaluation method to provide a measurement of effectiveness by collecting traffic data	1 1.25	
Total			10

Goal 7	System Preservation		Expected Weight (%)=	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Cost effectively preserve, maintain and improve the existing transportation network systems and capacity		
	1.1	Utilize pavement management system results	1	3
	1.2	Emphasizes system rehabilitation rather than expansion	1	3
	1.3	Incorporate cost-effective maintenance and technologies new to the MPO area	1	3
	1.4	Preserve pedestrian/bicycle, ADA, railroad ROW or other existing ROW	1	3
	2	Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.	1	3
			Total	15

Goal 8	Safety		Expected Weight (%)=	10
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve roadway design and traffic control elements	1	1.25
	2	Reduce frequency and severity of crash and intersection conflicts through traffic control and operational improvements in highways	1	1.25
	3	Consistent with Strategic local and regional Highway Safety Plan		
	3.1	Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts	1	1.25
	3.2	Ensure that roadway design and traffic control elements support appropriate and safe speeds	1	1.25
	3.3	Improve sight distance at signalized and un-signalized intersections	1	1.25
	3.4	Improve the roadway and driving environment to better accommodate drivers' needs	1	1.25
	3.5	Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists	1	1.25
	4	Enhances safe and well-designed route to school zones and college campuses	1	1.25
			Total	10

Goal 9	Resiliency and Reliability		Expected Weight (%)=	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Reduce county level transportation system vulnerability to snow and storm water		
	1.1	Maintain passable rural roads under all reasonable weather conditions	1	1.25
	1.2	Strategically design and maintain county roads to operate under all reasonable weather conditions	1	1.25
	1.3	Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in	1	1.25
	2	Support the region's resilience and travel reliability through efficient detour and evacuation routes		
	2.1	During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or changes	1	1.25
	2.2	Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain operations during incidents and temporary street o	1	1.25
	2.3	Provide auxiliary power sources to operate traffic signals when mainline power is interrupted	1	1.25
	2.4	Maintain on-time project performance and implementation	1	1.25
	2.5	Improve engagement of transportation system, across and between modes, partners, users and stakeholders	1	1.25
			Total	10

Goal 10		<i>Travel & Tourism</i>	Expected Weight (%)= 5	
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Maintain convenient and intuitive state highway access to major activity centers and tourist spots</i>		
	1.1	<i>Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks Greenway</i>	1	1
	1.2	<i>Identify, coordinate, and communicate traffic plans for statewide simultaneous events</i>	1	1
	1.3	<i>Establish partnerships to foster tourism activities within state</i>	1	1
	2	<i>Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area</i>	1	1
	3	<i>Provides landscaping/streetscaping or similar amenities</i>	1	1
			Total	5

Local/Regional Factors

Factors of local or regional importance

- | | | |
|---|--|------------------------------|
| 1 | Conformance with LRTP, corridor studies, school safety studies of MF | Inserted into multiple goals |
| 2 | Provides benefit for multiple jurisdictions | Inserted into Goal 6 (Obj-3) |
| 3 | Demonstrates analysis of project risk in implementation | Inserted into Goal 6 (Obj-5) |
| 4 | Advances smart growth objectives | Inserted into Goal 1 (Obj-1) |



Score System

Max. Score Max. Score

Adjust Scoring Categories

		Setup Scoring Categories & Factors			
Goals	Description	Weight	Points	Weight	Points
<input type="text" value="1"/>	Economic vitality Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	<input type="text" value="10"/> %	<input type="text" value="10"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="2"/>	Security Increase security of the transportation system for motorized and non-motorized uses.	<input type="text" value="5"/> %	<input type="text" value="5"/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
<input type="text" value="3"/>	Accessibility and Mobility Increase the accessibility and mobility options for people and freight by providing more transportation choices.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="4"/>	Environmental/Energy/QOL Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.	<input type="text" value="10"/> %	<input type="text" value="10"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="5"/>	Integration and Connectivity Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="6"/>	Efficient System Management Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.	<input type="text" value="10"/> %	<input type="text" value="10"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="7"/>	System Preservation Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="8"/>	Safety Increase safety of the transportation system for motorized and non-motorized uses.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="9"/>	Resiliency and Reliability Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	<input type="text" value="0"/> %	<input type="text" value="0"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="10"/>	Tourism Enhance travel and tourism.	<input type="text" value="0"/> %	<input type="text" value="0"/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
TOTAL		<input type="text" value="95"/> %	<input type="text" value="95"/>	<input type="text" value="100"/> %	<input type="text" value="100"/> pts
<input type="text" value=""/>	Local/Regional Factors Factors of local or regional importance	<input type="text" value="5"/> %	<input type="text" value="5"/>	<input type="text" value="0"/> %	<input type="text" value="0"/> pts

TIP SCORING SHEETS



0= No
1= Yes

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality	Expected Weight (%) = 10	
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives		
	1.1 Recognize and identify investments that support current & future needs of south end bridge development plan	1	1.43
	1.2 Focus on bridge expansion and prime corridors in areas that are contiguous to current and future developed areas	1	1.43
	2 Enhance the state's economic competitiveness through the movement of goods and services		
	2.1 Prioritize access to highways, downtown, employment centers, commercial districts and main streets as critical connection	1	1.43
	2.2 Provide high-quality infrastructure to enhance productivity and efficiency for people and freight businesses	1	1.43
	2.3 Serves access to jobs, business and opportunities	1	1.43
	3 Support efficient multimodal terminal connections for freight and rail movement	1	1.43
	4 Consistent with local, regional or state economic development plans	1	1.43
		total	10

Goal 2	Security	Expected Weight (%)= 5	
Increase the security of the transportation system for motorized and non-motorized users		Assign score 0 or 1	Achieved Weight (%)
Objectives	1 Identify and maintain security of critical location of bridge system assets.		
	1.1 Coordinate with regional emergency/security/hazardous materials movement	1	0.71
	1.2 Evaluate and manage the security of the transportation network, especially in critical areas	1	0.71
	1.3 Coordinate/improves Bridge Closure Management Plan	1	0.71
	1.4 Coordinate/improves Special Events Management Plan	1	0.71
	2 Support state and regional emergency, evacuation, and security plans.		
	2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)	1	0.71
	2.2 Provide necessary security training and equipment	1	0.71
	2.3 Coordinate with safety/security agencies of the state to prevent harmful activities	1	0.71
		Total	5

Goal 3		Accessibility and Mobility	Expected Weight (%)= 10	
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Provides acceptable LOS for facility as recommended in LRTP	1	1.11
	2	Increase mobility of fixed route among major generators	1	1.11
	3	Enhances accessibility and mobility for all transportation modes by reducing traffic congestion	1	1.11
	4	Provide least barrier technologies for accessible equipment	1	1.11
	5	Evaluate the necessity of private bridge for bicycle or pedestrian in LRTP	1	1.11
	6	Enhances the range of freight service options available to businesses	1	1.11
	7	Improve existing infrastructure to address current needs in local neighborhoods/communities and business centers	1	1.11
	8	Implements access control regulations	1	1.11
	9	Implements recommendations in ADA/railroad ROW or any other ROW plans	1	1.11
Total				10

Goal 4		Environmental/Energy/QOL	Expected Weight (%) = 10	
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Implements landscaping/streetscaping in and around bridge	1	1.43
	2	Implements context sensitive solutions	1	1.43
	3	Address EJ analysis process	1	1.43
	4	Incorporate stormwater management technique	1	1.43
	5	Avoids or minimize impacts to wetlands or other natural habitats	1	1.43
	6	Incorporate green technologies in the Bridge Management Plan	1	1.43
	7	Promote nonmotorized travel (pedestrian & bicycle)	1	1.43
Total				10

Goal 5		Integration and Connectivity	Expected Weight (%) = 15	
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Invest in signage techniques and pavements condition to reduce excessive travel delays	1	3
	2	Maximize direct travel trips between community and commercial destinations	1	3
	3	Examine the need for a south end bridge to improve connectivity to GF-EGF metropolitan area	1	3
	4	Incorporate sidewalks and walkways	1	3
	5	Address last segment/link of corridor	1	3
Total				15

Goal 6	Efficient System management		Expected Weight (%) = 10	
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Use ITS technology	1	1.25
	2	Identify potential source of budget for year-round maintenance	1	1.25
	3	Improve pavement managements system	1	1.25
	4	Improve operations without adding capacity	1	1.25
	5	Coordinate/improves Bridge Closure Management Plan	1	1.25
	6	Incorporate inspection to maintain high sufficiency rating	1	1.25
	7	Enhance interoperability among modal equipment/technologies	1	1.25
	8	Includes specific evaluation method to provide a measurement of effectiveness by collecting user data	1	1.25
			Total	10

Goal 7	System Preservation		Expected Weight (%) = 15	
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Efficiently preserve and maintain the bridges in a state of good repair	1	3
	2	Emphasizes on system rehabilitation or preventive maintenance rather than replacement/expansion	1	3
	3	Rehabilitate existing facilities & incorporate new technologies	1	3
	4	Maximize useful life of existing pavement and bridge infrastructure by corridor	1	3
	5	Balance between existing railroad ROW or other ROW and pedestrian/bicycle network systems	1	3
			Total	15

Goal 8	Safety		Expected Weight (%) = 10	
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Address locations identified as high crash locations in LRTP and review crash data to improve future bridge design	1	1.67
	2	Coordinate with other public safety agencies to ensure safety of the bridge operation	1	1.67
	3	Consistent with Strategic Highway Safety Plan	1	1.67
	4	Enhance public safety for nonmotorized users	1	1.67
	5	Incorporates appropriate traffic control devices and new technologies to reduce travel delay	1	1.67
	6	Reduces frequency and severity of points of conflict between traffics/intersections and pedestrian/bicyclist	1	1.67
			Total	10

Goal 9	Resiliency and Reliability		Expected Weight (%) = 10	
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Achieve resiliency & reliability of transportation services/facilities to the current and future impacts of extreme weather	1	2.5
	2	Maintain on-time project performance and implementation	1	2.5
	3	Improve engagement of transportation system, across and between modes, partners and stakeholders	1	2.5
	4	Response efficiently to severe weather (snow and rain) and other stresses on bridge management	1	2.5
			Total	10

Goal 10	Travel & Tourism		Expected Weight (%) =	5
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Establish partnerships to foster tourism activities within MPO</i>	1	1.25
	2	<i>Enhance safe/easy access to tourist spots, Greenway Trail System and the Red River State Recreation Area for travelers and tourists</i>	1	1.25
	3	<i>Expand and modernize facilities, systems, and technology to meet demand, improve customer service experience and increase transit access to destinations</i>	1	1.25
	4	<i>Provides landscaping/streetscaping or similar amenities in and around the bridge</i>	1	1.25
			Total	5

Local/Regional Factors

Factors of local or regional importance

- 1 Conformance with LRTP, corridor stu Inserted into multiple goals
- 2 Provides benefit for multiple jurisdic Inserted into Goal 6 (Obj-3)
- 3 Demonstrates analysis of project risk Inserted into Goal 6 (Obj-5)
- 4 Advances smart growth objectives Inserted into Goal 1 (Obj-1)

Score System



Max. Score

Max. Score

Adjust Scoring Categories

	Goals	Description	Setup Scoring Categories & Factors			
			Weight	Points	Weight	Points
<input type="text" value="1"/>	Economic vitality	Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.	<input type="text" value="0"/> %	<input type="text" value="0"/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
<input type="text" value="2"/>	Security	Increase security of the transportation system for motorized and non-motorized uses.	<input type="text" value="0"/> %	<input type="text" value="0"/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
<input type="text" value="3"/>	Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="4"/>	Environmental/Energy/QOL	Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.	<input type="text" value="10"/> %	<input type="text" value="10"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="5"/>	Integration and Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="6"/>	Efficient System Management	Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.	<input type="text" value="5"/> %	<input type="text" value="5"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="7"/>	System Preservation	Emphasize the preservation of the existing transportation system by first targeting federal funds towards infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.	<input type="text" value="20"/> %	<input type="text" value="20"/>	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="8"/>	Safety	Increase safety of the transportation system for motorized and non-motorized uses.	<input type="text" value="15"/> %	<input type="text" value="15"/>	<input type="text" value="15"/> %	<input type="text" value="15"/> pts
<input type="text" value="9"/>	Resiliency and Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	<input type="text" value="0"/> %	<input type="text" value="0"/>	<input type="text" value="10"/> %	<input type="text" value="10"/> pts
<input type="text" value="10"/>	Tourism	Enhance travel and tourism.	<input type="text" value="0"/> %	<input type="text" value="0"/>	<input type="text" value="5"/> %	<input type="text" value="5"/> pts
TOTAL			<input type="text" value="80"/> %	<input type="text" value="80"/>	<input type="text" value="100"/> %	<input type="text" value="100"/> pts

TIP SCORING SHEETS



0= No
1= Yes

Transportation Alternative

Project Number

Project Name

MPO SCORING SHEET FOR EACH PROJECT

Goal 1	Economic Vitality		Expected Weight (%) : 5	
Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, education services as well as giving business access to markets.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Consistent with local, regional or state nonmotorized economic development plans</i>	1	1
	2	<i>Serves access to school, jobs, business and opportunities for nonmotorized users</i>	1	1
	<i>Advance smart growth objectives</i>		1	1
	3	<i>Improves connection to intermodal transportation system</i>	1	1
4	<i>Attract/retain quality resident and commerce by providing efficient recreational trail system</i>	1	1	
			Total	5

Goal 2	Security		Expected Weight (%) : 5	
Increase the security of the transportation system for motorized and non-motorized users			Assign score 0 or 1	Achieved Weight (%)
Objective	1	<i>Consistent with local/regional emergency and security planning system (ITS Regional Architecture)</i>	1	1.67
	2	<i>Provide necessary security training and equipment</i>	1	1.67
	3	<i>Coordinate with safety/security agencies to prevent harmful activities</i>	1	1.67
			Total	5

Goal 3	Accessibility and Mobility		Expected Weight (%) : 10	
Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Provides acceptable LOS for facility as recommended in LRTP	1	2
	2	<i>Provide a complete bicycling and pedestrian network that connects to schools, destinations and other transportation modes and facilities</i>	1	2
	3	<i>Improve existing infrastructure to address current needs in local neighborhoods/communities</i>	1	2
	4	<i>Provide easy access to Greenway Trail System and the Red River State Recreation Area</i>	1	2
	5	Implements recommendations in ADA, railroad and pedestrian/bicycle ROW plans	1	2
			Total	10

Goal 4	Environmental/Energy/QOL		Expected Weight (%) : 10	
Protect and enhance the environment, promote energy conservation, and improve quality of life.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Implements context sensitive solutions	1	1.67
	2	Address EJ analysis process	1	1.67
	3	Promote nonmotorized travel to reduce greenhouse gases	1	1.67
	4	Avoids or minimize impacts to wetlands or other natural habitats	1	1.67
	5	Seek to control sun-off pollution	1	1.67
	6	<i>Incorporates innovative stormwater management techniques</i>	1	1.67
			Total	10

Goal 5	Integration and Connectivity		Expected Weight (%) : 15	
Enhance the integration and connectivity of the transportation system across and between modes for people and freight.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Invest in signage/signal techniques and routes to help pedestrian and bicyclist	1	2.5
	2	Maximize direct travel trips by improving pedestrian and bicycle network system between community and commercial destinations	1	2.5
	3	Improves the integration/connectivity between nonmotorized and motorized transportation system	1	2.5
	4	<i>Improve sidewalks and walkways around transit stops, designated on-road and off-road bike routes</i>	1	2.5
	5	Provides a connection to transit facilities or transit stops	1	2.5
	6	Support first and last mile connections to improve access to the transit for pedestrian and bicyclist	1	2.5
			Total	15

Goal 6	Efficient System management		Expected Weight (%) : 10	
Promote efficient system management and operation.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	<i>Provide an efficient and cost effective nonmotorized transport system</i>	1	1.67
	2	Identify potential source of budget for year round maintenance	1	1.67
	3	Demonstrates commitment to year round maintenance	1	1.67
	4	Cooperate across jurisdictional boundaries to create an integrated transportation network.	1	1.67
	5	Demonstrates analysis of project risk in implementation	1	1.67
	6	Includes specific evaluation method to provide a measurement of effectiveness	1	1.67
			Total	10

Goal 7	System Preservation		Expected Weight (%) :	15
Emphasize the preservation of the existing transportation system.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Preserve, maintain and improve the existing safe school route, bicycle and sidewalk network systems	1	2.5
	2	Emphasizes system rehabilitation rather than expansion	1	2.5
	3	Incorporates new technologies	1	2.5
	4	Maintain and improve existing Greenway Trail System and the Red River State Recreation Area	1	2.5
	5	Incorporate cost-effective maintenance and preservation of the existing pavement	1	2.5
	6	Balance between railroad, ADA or pedestrian/bicycle ROW network systems	1	2.5
			Total	15

Goal 8	Safety		Expected Weight (%) :	15
Increase safety of the transportation system for motorized and nonmotorized uses.			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Provide safety education components for pedestrian and bicyclist	1	3
	2	Enhances safe and well-designed route to school zones and college campuses	1	3
	3	Incorporates appropriate traffic control devices	1	3
	4	Enhances public safety for nonmotorized users	1	3
	5	Reduces frequency and severity of points of conflict between traffics/intersections and pedestrian/bicyclist	1	3
			Total	15

Goal 9	Resiliency and Reliability		Expected Weight (%) :	10
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			Assign score 0 or 1	Achieved Weight (%)
Objectives	1	Achieve resiliency and reliability of transportation services/facilities to the current and future impacts of extreme weather	1	2
	2	Maintain on-time project performance and implementation	1	2
	3	Improve engagement of transportation system, across and between modes, partners and stakeholders	1	2
	4	Response efficiently to severe weather and other stresses on the nonmotorized transportation system	1	2
	5	Maintain sidewalks, school and bicycle routes promptly to ensure that pedestrian and bicycle facilities remain usable for all	1	2
			Total	10

Goal 10		<i>Travel & Tourism</i>	Expected Weight (%) : 5	
Enhance travel and tourism.			Assign score 0 or 1	Achieved Weight (%)
objectives	1	<i>Establish partnerships to foster pedestrian and bicycle tourism activities within MPO</i>	1	1
	2	<i>Enhance safe and easy access to tourist spots, Greenway Trail System and the Red River State Recreation Area for nonmotorized travelers and tourists</i>	1	1
	3	<i>Conserve historical sites and recreational trails (bicycle/walking trails)</i>	1	1
	4	<i>Aquire/enhances scenic/historic properties</i>	1	1
	5	<i>Provides landscaping/streetscaping or similar amenities</i>	1	1
			Total	5

Local/Regional Factors

Factors of local or regional importance

- 1 Conformance with LRTP, corridor studies, school : Inserted into multiple goals
- 2 Provides benefit for multiple jurisdictions Inserted into Goal 6 (obj-4)
- 3 Demonstrates analysis of project risk in implemer Inserted into Goal 6 (obj-5)
- 4 Advances smart growth objectives Inserted into Goal 1 (obj-3)
- 5 Aquire/enhances scenic/historic properties Inserted into Goal 10 (obj-4)
- 6 Project provides landscaping/streetscaping or simr Inserted into Goal 10 (obj-5)
- 7 Project provides a connection to transit facilities c Inserted into Goal 5 (obj-5)

APPENDIX IV
TIP CHECKLISTS

Minnesota MPO TIP Checklist

MPO:

Contact name:

TIP time period:

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / NA	
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes / No	
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No	
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes / No	
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No / NA	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.	Yes / No	

MPO comments: