



**TECHNICAL ADVISORY  
COMMITTEE MEETING  
AUGUST 12<sup>TH</sup>, 2020 – 1:30 P.M.  
East Grand Forks City Hall  
Training Room/Zoom**

**PLEASE NOTE:** Due to ongoing public health concerns related to COVID-19, and the fact that the East Grand Forks City Hall is not open to the public; the Grand Forks/East Grand Forks Metropolitan Planning Organization (GF/EGF MPO) is encouraging citizens to provide their comments for public hearing items via e-mail at [info@theforksmpo.org](mailto:info@theforksmpo.org). The comments will be sent to the Technical Advisory Committee members prior to the meeting and will be included in the minutes of the meeting. To ensure your comments are received and distributed prior to the meeting, please submit them by 5:00 p.m. one (1) business day prior to the meeting and reference the agenda item you comments addresses.

The Technical Advisory Committee members can attend in person or via Zoom (please let MPO Staff know your preference by 12:00 Noon on Monday, August 10th so we can assure proper social distancing). If attending in person you will need to wear a mask and social distancing requirements will be followed. In addition you will be screened for COVID-19 symptoms or potential exposure as you enter the building. If unable to pass the screening protocol, you will be requested to participate in the meeting remotely, for safety purposes.

**MEMBERS**

Kadrmass/Peterson \_\_\_\_\_  
Ellis \_\_\_\_\_  
Bail/Emery \_\_\_\_\_  
Gengler/Halford \_\_\_\_\_  
Riesinger/Audette \_\_\_\_\_

Mason/Hopkins \_\_\_\_\_  
Zacher/Johnson \_\_\_\_\_  
Kuharenko/Williams \_\_\_\_\_  
Bergman/Rood \_\_\_\_\_

West \_\_\_\_\_  
Magnuson \_\_\_\_\_  
Sanders \_\_\_\_\_  
Christianson \_\_\_\_\_

1. CALL TO ORDER
2. CALL OF ROLL
3. DETERMINATION OF A QUORUM
4. MATTER OF APPROVAL OF JULY 8<sup>TH</sup>, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
5. MATTER OF APPROVAL OF 2020 SELF CERTIFICATION .....HAUGEN
6. MATTER OF APPROVAL OF DRAFT FINAL 2021-2024 T.I.P. ....HAUGEN
  - a. Public Hearing
  - b. Committee Action

**TECHNICAL ADVISORY COMMITTEE  
AUGUST 12<sup>TH</sup>, 2020 MEETING  
PAGE 2**

7. MATTER OF APPROVAL OF 2020 T.I.P. PROCEDURAL MANUAL .....HAUGEN
8. MATTER OF 2021-2022 UNIFIED PLANNING WORK PROGRAM .....HAUGEN
9. MATTER OF UPDATE ON NDDOT STATEWIDE LONG RANGE  
TRANSPORTATION PLAN .....HAUGEN
10. OTHER BUSINESS
  - a. 2020 Annual Work Program Project Update
  - b. Downtown Transportation Study Virtual Open House
11. ADJOURNMENT

**ANY INDIVIDUAL REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING IS ASKED TO NOTIFY EARL HAUGEN, MPO EXECUTIVE DIRECTOR AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. ALSO, MATERIALS CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH ISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS**

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020  
Zoom Meeting**

**CALL TO ORDER**

Earl Haugen, Chairman, called the July 8<sup>th</sup>, 2020, meeting of the MPO Technical Advisory Committee to order at 1:36 p.m.

**CALL OF ROLL**

On a Call of Roll the following members were present via teleconference call: Jason Peterson, NDDOT-Grand Forks; David Kuharenko, Grand Forks Engineering; Patrick Hopkins, MnDOT-District 2; Brad Gengler, Grand Forks Planning; Nancy Ellis, East Grand Forks Planning; Dale Bergman, Cities Area Transit; Wayne Zacher, NDDOT-Local Government; and Ryan Riesinger, Airport Authority.

Absent: Brad Bail, Steve Emery, Stephanie Halford, Richard Audette, Jane Williams, Jesse Kadrmas, Jon Mason, Michael Johnson, Ryan Brooks, Ali Rood, Lane Magnuson, Lars Christianson, Nick West, and Rich Sanders.

Guest(s) present: Kristen Sperry, FHWA-Bismarck; Baird Bream, Cambridge Systematics, Inc. (NDDOT Transportation Plan Consultant); Rebecca Geyer, NDDOT; and Anna Pierce, MnDOT-St. Paul.

Staff: Earl Haugen, GF/EGF MPO Executive Director; Teri Kouba, GF/EGF MPO Senior Planner; and Peggy McNelis, GF/EGF MPO Office Manager.

**DETERMINATION OF A QUORUM**

Haugen declared a quorum was present.

**MATTER OF APPROVAL OF THE MAY 13<sup>TH</sup>, 2020, MINUTES OF THE TECHNICAL ADVISORY COMMITTEE**

***MOVED BY ELLIS, SECONDED BY GENGLER, TO APPROVE THE MAY 13<sup>TH</sup>, 2020 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE, AS PRESENTED.***

***MOTION CARRIED UNANIMOUSLY.***

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020**

**MATTER OF DISCUSSION ON NDDOT STATEWIDE LONG RANGE  
TRANSPORTATION PLAN**

Haugen reported that the press release is included in staff report. He explained that while there are many similarities to the MPO planning process, there are two major differences that need to be pointed out; the first is that the Forks MPO must coordinate with the two statewide long range transportations plans to craft a Metropolitan Transportation Plan, and the results of these two state efforts requires the Forks MPO to meld together the similarities and differences between the two efforts, but some things the MPO addresses may not be incorporated at the same level within the NDDOT plan. He said that the second difference is that the MPO has very specific planning and fiscal constraints in its plan while the NDDOT is not required to meet this same level of detail, therefore the NDDOT will not be project specific nor identify fiscal constraint issues; however the NDDOT plan will include discussion of future revenues, alternative funding sources, and potential future funding needs to meet customer expectations.

Haugen commented that MnDOT has announced that they will also be updating their Long Range Transportation Plan. He added that it is hoped to be able to have both plans available for discussion at a Technical Advisory Committee meeting soon.

Haugen introduced Baird Bream, who is one of the consultants working with the NDDOT on this update, and said that he would be giving a brief presentation on the update.

Bream referred to a Power Point slide presentation (a copy of which is included in the file and available upon request), and gave a brief overview of the update.

Presentation ensued.

Bream commented that North Dakota has maintained a Statewide Transportation Plan in accordance with Federal Regulations, the most recent one was developed in 2012 and updated in 2018 to meet updated federal guidance.

Bream stated that they are doing a new Long Range Transportation Plan, are updating the existing one, because they see a lot of trends and challenges, as well as the opportunities that they want to respond to and incorporate into the planning process. He said that they also want to change the process of developing the Long Range Transportation Plan itself, and they see an opportunity to strengthen public and stakeholder engagement through a more extensive on-line engagement program, and they also want to tie their goals and objectives for the Long Range Transportation to specific performance measurements and they also want to define implementation actions so that partner agencies, such as the MPO, understand what is coming from the Statewide Plan.

Bream said that, as he has been emphasizing; Transportation Connection is the Statewide Plan for all transportation issues, and it is designed to look across all modes and all systems; so everything from the traditional roads and bridges to transit, passenger rail, freight rail, etc.; as well as considering aviation and emerging technologies like drones.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020**

Bream commented that this is designed to be a policy plan, with strategic investment guidance, so rather than a very detailed project, it is more setting a series of policy directions for the State to follow to inform future investment strategies; so when it comes time to populate those transportation improvement programs, it is guided under this consistent frameworks. He added that they also want this to be forward looking and scenario based, recognizing that we are in a time of substantial change, we can't predict the future, so instead we want to identify multiple different cases that may emerge within the State; related to the economy, the population, the development of technology, the environment that we can then use to then form certain scenarios that will shape those polices and investment strategies. He stated that ultimately, we want to insure that we have actionable strategies that can be measured and tied to their tangible results, we want this policy guide to be reflected in the transportation network that gets created.

Bream stated that the goals are to be pretty extensively engaged with the public at every level, working closely with our fellow State, Regional, Tribal, and Local Planning Partners. He said that they are trying to connect with a wide variety of audiences using a pretty extensive on-line engagement platform, and he will highlight the ways to get involved with some of those on-line engagement opportunities at the end of this presentation.

Bream commented that they also want to tell the story of transportation in North Dakota; and they understand that the Transportation Network is something that people use every day, so it kind of fades into the background of daily life, and it is easy to take for granted until something goes wrong, until a road is washed out by flood waters or is blocked by a snowstorm, or a bridge loses it useful life and has to be closed for extensive repairs, so they want to elevate the role that transportation plays in North Dakota by helping people understand its roll within our economy, our community, and help people achieve what they want to achieve each day and make transportation a key component of what makes North Dakota a unique and great state. Bream stated that as part of that they are going to work very hard to understand customer expectations and priorities; understanding what people expect when they use that transportation network on a daily basis, and what they want to see improved or changed about it. He added that in order to make sure that it is actionable, they want to link those expectations and priorities to a willingness to pay, so if people want to see a modernized transportation network, do they understand the cost associated with that and are they willing to pay to achieve it.

Bream referred to the presentation a slide and commented that they have assembled an excellent group for their Director's Advisory Council, that represents State, Regional, and Local entities or organizations, as well trade associations and the private sector as well. He said that they are grateful for their participation and their insight on this and are confident that by having the Director's Advisory Council instituted in this project they will be able to ensure that, again, they can tell the story of transportation for North Dakota because they will understand how North Dakota interacts with all of its different components.

Bream again referred to the presentation and gave a brief overview of the project schedule; explaining what will be accomplished with each phase. He stated that the goal is to have a complete plan in place by the end of the year that they can then engage in dialogue with the State Legislature and pull into a kind of finalized plan in 2021.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020**

Bream then shifted to an on-line portal and asked that everyone in attendance to complete the survey. He went through the survey questions and shared the results/responses for each.

Bream thanked everyone for participating in the survey, and stated that it has been very informative for them and they really appreciate the input. He added that this isn't the last opportunity for you to provide feedback, and they will be following up with the MPOs at different parts of the project in order to get your input and to get some reaction to the different scenarios and investment strategies, but for now he will just quickly switch back to the final part of today's presentation to encourage everyone to visit them on-line at:

[www.transportationconnection.org](http://www.transportationconnection.org) or [www.dot.nd.gov/projects/lrtp/](http://www.dot.nd.gov/projects/lrtp/). He said that both of these links will take you to their website and there you will find information on what they are doing with Transportation Connection, what the different activities they will be doing are, and it will provide you with some overview on what the Long Range Transportation Plan is supposed to produce and achieve for the region. He added that there will also be some additional surveys that you can take that would be very helpful for them and they will welcome all input on these different topics so they can understand where people's priorities lie, how satisfied people are with these different aspects of the transportation network, and really provide the opportunity for them to get that input factored into their thinking as they start developing these scenarios and investment strategies.

#### QUESTIONS/COMMENTS

Haugen commented that he has shared the website, and on the MPO's Facebook Page we have been linking to some of the surveys you have had out, so for the past several months we have been trying to promote North Dakota's Transportation Connection. Bream responded that they really appreciate it.

Haugen said that he knows that there have been some additional members joining the meeting, and asked that they introduce themselves.

Rebecca Geyer stated that she leads the Planning and Rail Section at the NDDOT and she is actually pinch-hitting today for Stuart Malakovic, who is their project manager for Transportation Connection as he is double booked and she is really excited that they can share this opportunity to gain more information from you Technical Advisory Committee, as well as the MPO.

Dale Bergman stated that he can join the meeting by phone, and he can see everyone on his phone, but he can't get the video or audio to work.

Kristen Sperry stated that she was able to log-in.

Information Only.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020**

**MATTER OF APPROVAL OF EAST GRAND FORKS LAND USE PLAN UPDATE  
CONTRACT**

Kouba reported that the RFP was sent out and they did receive four proposals. She said that all four were interviewed June 25<sup>th</sup> and the Selection Committee selected WSB Consulting, and they did come in on budget.

Kouba referred to the proposed schedule in the Scope Of Work, included in the packets, and stated that it lists the various tasks that they will be performing including public engagement, both in-person and on-line, to get as much input as possible.

Kouba commented that there isn't anything out of the ordinary in the proposal; adding that one of the things they proposed is to ensure that the end product is something that is very useful, very easy for people to read and understand, for the general public to understand as those are the kind of things that WSB was stating that they would be able to provide for everybody, so that is the reason why the Selection Committee is recommending WSB.

Kouba stated that both the Selection Committee and MPO Staff are recommending the Technical Advisory Committee approve forwarding a recommendation to the MPO Executive Policy Board to approve hiring WSB to do the East Grand Forks Land Use Plan.

Haugen commented that many of you, who worked with the Grand Forks 2045 Land Use Plan, should be familiar with WSB and the Team; Erin Purdue is again going to be the Project Manager on behalf of WSB and they are also going to have a Community Engagement Group.

Pierce said that, although she knows that she isn't a voting member of the Technical Advisory Committee, but she has a question. She said that she is curious how this project is being funded, as she has a little bit of concern with eligibility, and she had emailed Ms. Kouba and yourself, with that concern but she hasn't heard back and she doesn't know if Mr. Zacher has anything to weigh in on as well. Kouba responded that as far as eligibility, it is our understanding from the NDDOT the project itself is eligible for planning funds, but she knows that you have some concerns about East Grand Forks' inclusion in that eligibility, but she believes that they participate in the local share for the MPO funds.

Pierce stated that her concern is that CPG dollars typically have to be used for transportation specific tasks, and a land use plan, unless there are specific transportation aspects to the land use plan, typically aren't eligible, so she was looking at you tasks and she couldn't find very many that she would consider eligible, but she doesn't know how Mr. Zacher feels about it as well, so that is why she is considered about if East Grand Forks is over-matching to cover those ineligible tasks. Kouba responded that all of it will relate back to our transportation plan, and in the RFP it was requested that there is a lot of connections with transit and bike and ped activities for land usage. She added that this is kind of the basis for all of our numbers that we get for future growth for our transportation networks as well, and we have not had any issues in the past.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020**

Haugen commented that this is something that we have done five or six times; every five years, that we have done these land use planning efforts, and just as five years ago the scope of works are very similar; unless there has been a substantial change in federal rules and regulations it has been deemed acceptable by the past state and federal reviewers we have had. He said that we would be curious as to what rules and regulations have changed what we are doing today versus what we were allowed to do five years ago; and he guesses we would hope that as we review the RFP and the scope of work in the RFP that we could also clarify some of these issues prior to now, when we are trying to approve a contract, but also realize that we have new people assuming new duties. Pierce said that she isn't trying to throw this in at the last minute which is why she tried to reach out earlier to get some clarification on some of this so, but she is mostly curious as to whether or not Mr. Zacher has any concerns about this; adding that she spoke to Bobbi Retzlaff to see what she thought and she did have a few concerns, but no one at MnDOT, that she is aware of, and Megan, who was in this position between Bobbi and herself, did not review the RFP, so they are just trying to follow up to make sure no one gets in trouble on any end.

Zacher stated that he looked through the RFP, and he understood, as Ms. Kouba explained, that it is being used as the basis for the next MTP for the Grand Forks Area, so he didn't have any issue with it, but he is still pretty new, but he did bring it up with Mike, and he didn't seem to have any issues with it either.

Haugen said that the good news is that this is just a recommending body to next weeks' MPO Board, and if Anna could forward those areas of concern to us, and if Mr. Zacher could communicate with Mike Johnson, he thinks that even Ms. Sperry, within Federal Highway; he knows that in his 20-plus years there have been discussions between the MPOs and Federal Highway North Dakota Division on this eligibility question and in the end it has always worked with how we are pursuing this current update to the land use plan, but if we could spend the next several days before the MPO Executive Policy Board meeting to make sure that we are dotting all "I's" and crossing all "T's" that would be good. Pierce stated that she would forward that information by the end of the week.

Zacher asked how things are coming on the QVS package; he doesn't want to end up being towards the end and then scrambling to put that together so just keep that in mind as we are getting towards those contract signatures. Haugen responded that he believes they are working on the checklist and getting it filled out and completed with the documentation needed provided as well.

Haugen commented that it seems that the motion for this item may need to be reworded to be contingent upon State and Federal Partners discussion on eligibility.

***MOVED BY GENGLER, SECONDED BY ELLIS, TO APPROVE FORWARDING A RECOMMENDATION TO THE MPO EXECUTIVE POLICY BOARD THAT THEY APPROVE THE CONTRACT WITH WSB CONSULTING, SUBJECT TO DISCUSSION AND DETERMINATION OF ELIGIBILITY BY FEDERAL AND STATE PARTNERS.***



**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020**

***Voting Aye: Zacher, Kuharenko, Gengler, Peterson, Ellis, Bergman, Riesinger, and Hopkins.***

***Voting Nay: None.***

***Abstain: None.***

***Absent: Kadrmas, Halford, Audette, Emery, Rood, West, Bail, Magnuson, Sanders, Mason, Johnson, Williams, and Christianson.***

**MATTER OF DOWNTOWN TRANSPORTATION STUDY UPDATE**

Haugen reported that this is an update on the Downtown Transportation Study, and many of you are also on the Steering Committee and were able to participate in a June committee meeting that was held on the 24<sup>th</sup> of June. He said that included in the agenda packet are some items of interest from that meeting.

Haugen stated that the first item he is showing is that there is a new schedule, due primarily to COVID-19's effect on work and engagement activities. He pointed out that we were originally scoped to complete the study by now, but as you can see we are now extending the deadline to November, and that will allow us to be able to complete all tasks and do good community engagement in the final steps of the process.

Haugen said that the next pieces of information are based on the Alternative Analysis Report that was submitted to the Steering Committee for their review and consideration, and the June 24<sup>th</sup> meeting was a presentation of that report. He added that the full report is available on the website: [www.dtforksmobility.com](http://www.dtforksmobility.com), as with all the other previous information so feel free to go there and read the full report.

Haugen referred to a slide and commented that the summary is provided in this graphic; as all summaries are, it doesn't do great justice but it does give you a good base of information as to some of the alternatives that are being considered. He added that they realize that not all alternatives will be ranked highly or be moved forward, but this is what would be the universe of alternatives that have been identified.

Haugen said that there has been, from the consultant's point of view, some analysis of what the alternatives have in regard to the impact to the travel mode, or that planning level cost to implement, so instead of other values they are utilizing these symbols, and from these symbols you can look at the individual alternative and get some idea of how it impacts the mode specific and also kind of a cost item.

Haugen stated that the Steering Committee was provided a worksheet to review all of these alternatives, and they were asked to give them some consideration as to whether or not they thought they were critical and/or have a benefit or are less impactful, and those that they deemed critical they were then asked to rank in priority order, and those worksheets are still be completed and are due this Friday so it is hoped that from them we can then narrow down the alternatives into those that the Steering Committee has indicated are more favorable.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020**

Haugen said there are a couple more items to note; at the Steering Committee meeting there was maybe some comment, or a request that came afterward the meeting to provide a concept of the roundabout at the bottom of the overpass location. He referred to a graphic and stated that it is what is in the alternative report document, and it was also part of the presentation, but it was smaller in those regards so it has been blown up to a full page, and the concept is to utilize what is kind of a green space with the hotel complex into creating a roundabout on DeMers and these two intersections that are creating a little confusion, so that is the conceptual drawing that is provided for the roundabout that has multi-lanes entering and exiting on DeMers and single lanes on 1<sup>st</sup> Avenue and 8<sup>th</sup> Street.

Haugen stated that lastly there was some discussion at the Steering Committee meeting about location of a crosswalk. He pointed out where it is currently located, and where the floodwall is located, and explained that it is just on the dry side inside the floodwall; and MnDOT and the City of East Grand Forks are working on a local partnership project program that will make some pavement improvements through this corridor and one of the items they are addressing is the issue of these crosswalks consisting of stamped concrete that is deteriorating, and does create some ADA issues, so the concept is to take that stamped concrete and replace it with a colored concrete and then to smooth out some of the asphalt areas of the project, so during discussion the question was raised as to whether or not this crossing should be reinstalled where it is or if it should be relocated to the intersection or right at the end of the bridge itself. He said that MnDOT has prepared this document that includes the graphic being shown, and they have distributed it within the District. He asked if Mr. Hopkins has any additional information he would like to share on this, otherwise he can share what Jon Mason had shared with him about which ABC was moving forward. Hopkins asked that he share what Jon said because he just gave him the update because he couldn't be here today; he said that their Traffic Engineer, Michelle, had reviewed it and didn't have any concerns with moving it, but he wasn't aware of the "A", but it looked like the "B" was the alternative that Jon had relayed to him, but just that she had no concerns with it moving, but just wanted to know if there was any public engagement on it what the businesses thought and what the consensus was, but they agreed that consistency on both sides of the bridge would be the preferred alternative. Haugen said that all he would add that Jon provided was that with the local partnership project it could move forward without having to identify specifically where the crossing is, the funds are in the cost estimate to replace the stamped concrete and to reinstall colored concrete somewhere in this vicinity, the public engagement process can help identify exactly where it should be located, if it is A, B, or C, so that is where the Downtown Transportation Study will present this at our next public engagement process and we can see and hear what the business/property owners and the clients of the downtown transportation system have for input on relocating the crosswalk.

Kuharenko asked, with the extended schedule is there any change to the agreement amount. Haugen responded that there is not a change in the agreement amount. Kuharenko said that he knows that he was one of those that made a comment on the roundabout, so thank you for making that change, and then also just to make sure that the rest of the committee is aware, overall this universe of projects just kind of; they are just doing some rough figuring, but they are talking somewhere in the ballpark of \$21.5 to \$37.5 million dollars worth of projects, which is a lot of projects in the downtown area, but a lot of good projects to look at as well.

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020**

Haugen stated that, if there are no other comments or questions, keep an eye out in your e-mail and for other announcements for the next public engagement opportunity that will be coming in the next few weeks.

Information only.

**MATTER OF T.I.P. SCORING SHEETS UPDATE**

Haugen reported that this item is continuing our discussion that we have been having on our T.I.P. Procedural Manual. He stated that this last portion of the update is focusing on the scoring sheets that we have for the individual programs.

Haugen commented that back in May we looked at the weighting system we had on the scoring; we identified that instead of eight we would increase our scoring criteria to ten, which equaled the planning factors and the actual goals of our Metropolitan Transportation Plan (MTP).

Haugen said that they did not receive any feedback, to his knowledge, on the weights or the increase to ten, so the next step are the individual yes/no scoring sheets for the program. He pointed out that they included the State Highway, the Local Roads, and the Transportation Alternatives programs, and the County Road System, so they have created, then, the individual questions that we are asking people to simply answer yes or no whether the project is providing for that item. He added that many of these objectives are, as what they are, objectives from the MTP, and so they just want to remind everyone that we don't require a minimum score in order for it to be forwarded into the T.I.P. process, but they do ask that each project does have a score sheet attached to it, and MPO staff is available to assist you in filling them out.

Haugen commented that this is the work of our previous intern, Nessa, and so just as we gave her great accolades for the work she did when we discussed that work in May; this is also some good work that she provided. He said that a lot of the bold italicized items are new to the scoring criteria, and a lot of it is just adding in the new items, and particularly the resiliency, reliability and travel tourism.

Haugen said that, just as before, we are asking you to review and provide comments on these scoring sheets. He added that anyone has any questions or comments for the Technical Advisory Committee discussion, that would be awesome, however if you have the time and opportunity to look at these please provide feedback sooner than later.

Kuharenko asked if this would be available in an Excel Template so they can just drop in their scores and it would automatically calculate the total weight of the score. Haugen responded that Nessa has drafted that up for us.

Haugen said that, again, if you have questions or comments or critiques of the form we would appreciate getting those sooner than later. He added that he believes that we are now in a position to put this all into one document; we have the T.I.P. Procedural Manual that we reviewed earlier this year, and have looked at the program matrix and updated that to reflect all

**PROCEEDINGS OF THE  
TECHNICAL ADVISORY COMMITTEE  
Wednesday, July 8<sup>th</sup>, 2020**

of the current funding programs; particularly on the federal side, and the last piece was generally the scoring sheets, and so with that he thinks that next month we will have a complete Draft T.I.P. Procedural Manual for review and consideration.

Information only.

**OTHER BUSINESS**

a. 2020 Annual Work Program Project Update

Haugen reported that you can see that based on some of the discussion we had today where we are at with the East Grand Forks Land Use Plan, where we are at on the Downtown Transportation Study. He said that we are still working our way through the Grand Forks Land Use Plan RFP and given today's discussion there will be some outcome based on what we find out by next Wednesday how we will approach the Grand Forks Land Use Plan Update.

Haugen pointed out that the other big study that is still on hold, waiting for the hydraulic study results, is whether we do a future bridge traffic study.

b. Future Agenda Items

Haugen reported that, just to prepare you for a couple of agenda items for next months meeting; we will be looking for final approval of the next T.I.P. document itself, holding the public hearing on it.

Haugen stated that we will also be holding discussion on our next two-year work program. He said that the discussion might not be all inclusive because our funds are fairly limited and we anticipate that perhaps beside our required work we might be able to just squeeze in an update to our aerial photos, but we are still working with our DOT friends to come up with an estimated total consolidated planning amount; which would really determine whether we can go beyond just adding the aerial photo or other work, so we will start the discussion in August and take action in September in order to get everything signed, sealed and delivered so our State and Federal Partners can review it by the end of the year so

**ADJOURNMENT**

***MOVED BY ELLIS, SECONDED BY BERGMAN, TO ADJOURN THE JULY 8, 2020  
TECHNICAL ADVISORY COMMITTEE MEETING AT 2:46 P.M.***

***MOTION CARRIED UNANIMOUSLY.***

Respectfully submitted by,

Peggy McNelis,  
Office Manager



**MPO Staff Report**  
**Technical Advisory Committee:**  
**August 12, 2020**  
**MPO Executive Board:**  
**August 19, 2020**

**RECOMMENDED ACTION: Recommend the approval of 2020 Self-Certification to the MPO Executive Board,**

Matter of the 2020 Self-Certification.

**Background:** Annually, the MPO, working in cooperation with the state DOTs adopts a self-certification resolution. In the past, this resolution was contained in the TIP document. In conjunction with the other MPOs and FHWA, the decision was made to cause the self-certification resolution to become a separate agenda item during the meeting the TIP is being finalized. The requirements remain that the self-certification be submitted at the same time the TIP is being submitted and included as an appendix to the TIP.

The purpose of the self-certification is to have the MPOs and state DOTs confirm to the USDOT that the requirements imposed upon the metropolitan planning process are being fulfilled. The resolution contains all of the relevant sections of US Code and Federal Regulations being self-certified.

**Findings and Analysis:**

- The MPO and State DOTs need to self-certify that the metropolitan planning process is being fulfilled.
- The self-certification needs to be submitted at the same time the TIP is being submitted.
- The public needs an opportunity to comment upon the self-certification.
- The attached resolution identifies the various codes and regulations being self-certified.

**Support Materials:**

- Copy of Draft Self-Certification Resolution and supporting documentation



Grand Forks - East Grand Forks

METROPOLITAN  
PLANNING ORGANIZATION

# **GF/EGF MPO SELF-CERTIFICATION**

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION STATEMENT**

The Grand Forks – East Grand Forks Metropolitan Planning Organization, the Metropolitan Planning Organization for the Grand Forks, North Dakota and East Grand Forks, Minnesota metropolitan region, hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

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

Grand Forks – East Grand Forks  
Metropolitan Planning  
Organization

North Dakota Department  
of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

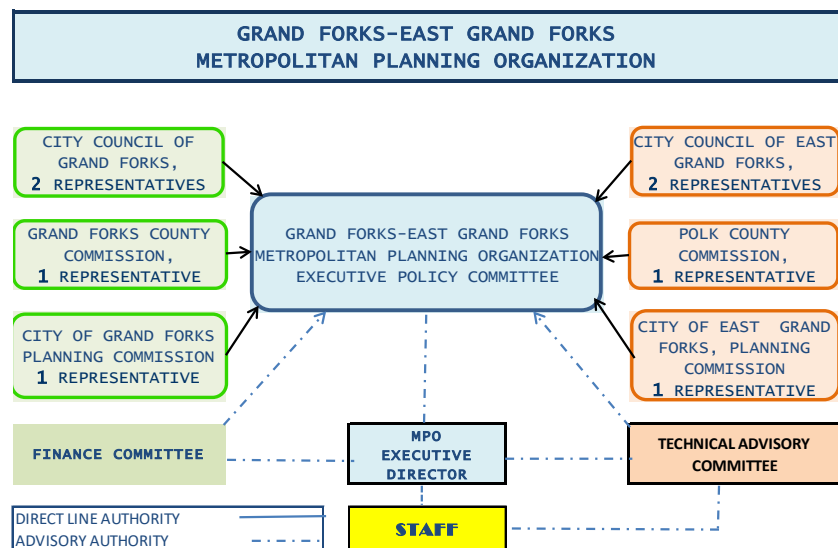
\_\_\_\_\_  
Date

Each year, when the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) approves the Transportation Improvement Program, they also certify that the 3-C planning process used in the Grand Forks and East Grand Forks Urbanized Area is in compliance with the above federal requirements.

By resolution, the MPO certifies that its 3-C planning process meets the federal requirements through the actions stated below:

**Planning Requirements (23 USC 134 and 49 USC 5303)**

The Grand Forks-East Grand Forks MPO has been designated by the Governor’s of Minnesota and North Dakota as the Metropolitan Planning Organization for the Grand Forks-East Grand Forks urbanized area. The MPO’s Policy Board is comprised of active representatives from four (4) local jurisdictions: Grand Forks, East Grand Forks, Grand Forks County, and Polk County. It is the policy of the MPO that all transportation related planning documents be completed utilizing the 3-C planning process, as indicated in this memorandum and other documents. This policy is annually certified with the T.I.P.



This process is carried out through the implementation of the **Unified Planning Work Program** (2019-20) and the development and adoption of a fiscally constrained annual **Transportation Improvement Program (2021-24)**, the development and adoption of a fiscally-constrained **Metropolitan Transportation Plan (2018)** every five years, the development of a regional Intelligent Transportation Systems (ITS) technology; all of which are vetted through procedures identified in the **Public Participation Plan (2020)** to assure the general public has access and input into the regional transportation planning efforts. Hard copies of each of the plans and programs are available at the MPO for public review and are also available on the MPO website: [www.theforksmmpo.org](http://www.theforksmmpo.org). The MPO also works closely with transportation providers through the region to conduct major investment and corridor feasibility studies which serve to evaluate, refine and select transportation options for



implementation, and ensuring that policies, programs and projects when implemented will result in improved transportation systems within the region.

The MPO works closely with the Grand Forks and East Grand Forks Transit Agencies, collectively Cities Area Transit (CAT) on issues related to public transit and paratransit services. The MPO, along with CAT and with input from the general public, develop and maintain a **Transit Development Plan** (originally adopted in 2016, amended in 2020). The TDP identifies near- and long-term policies and actions items for enhancing transit and paratransit service in the greater Grand Forks – East Grand Forks metropolitan area. The TDP also provide the framework for MPO requirements of **Coordinated Public Transit Human Services Transportation Plan** (included as part of TDP update).

### Statewide Planning

The MPO works closely with the North Dakota and Minnesota Departments of Transportation (NDDOT and MnDOT, respectively) to support the planning, funding and implementation of statewide improvements. Whenever called upon, planning assistance is provided to assist NDDOT and MnDOT in meeting Statewide Planning requirements. The MPO and the state DOTs share financial information to carry out the fiscal constraint requirements of the planning process.

- A. 49 United States Code 5306 requires the involvement of private transportation providers in the planning and development of public transportation systems.

In the past year the MPO has met these requirements by:

1. Maintaining a Private Sector Participation Procedure related to the involvement of appropriate transportation providers in the 3-C transportation planning process
2. Inviting private transportation providers the opportunities to review and comment on metropolitan transportation studies. Such plans include the Transit Development Plan and Transportation Improvement Program.
3. Liaison, coordination, and direct input on transportation plans is obtained by the private sector by direct membership on the Technical Advisory Committee with one member from the Chamber of Commerce.
4. Selected transit support services have had task forces created to study the specific service and the private operators have participated at those task force meetings. Their comments and views and how they were received are documented in the minutes of the task forces.
5. To date, no complaints from the private sector concerning any facet of our local public transportation efforts have been received.

- B. 23 United States Code, Section 134, Metropolitan Planning, (H) (6) Transportation Plan and (J) (4) Transportation Improvement Program, Opportunity for comment, as amended;

Each year, during the implementation of the activities identified in the UPWP, the MPO solicits public participation from citizens of the Cities of Grand Forks and East Grand Forks; Grand Forks and Polk Counties; the staff of North Dakota and Minnesota Departments of Transportation; and other transportation agencies and providers by written notification. Public meetings were held at various times and dates to invite the public to provide input and feedback.

Regarding the TIP, the MPO engages the public several times during the process of developing the TIP through formal public hearings. In April, the draft TIP is promulgated for feedback from the public. In August, the final draft is available prior to adoption. Each hearing notice is placed in a non-legal section, in a two-column advertisement format, with a minimum 10-day advance printing prior to the hearing.

### **Clean Air Act Section 174 and 176 (c) and (d)**

The State Implementation Plans for Minnesota and North Dakota still do not require any transportation control measures for the Grand Forks-East Grand Forks urbanized area. As part of its multi-modal long range transportation planning efforts, the MPO does calculate the amount of green-house gas emissions estimated by its travel demand model. The MPO has established a performance target to reduce the transportation impact on the environment by 10% below the base year levels by the horizon year of 2045.

### **Title VI of the 1964 Civil Rights Act, Section 601**

"No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The MPO is committed through the development of its plans and programs to ensure that no person on the grounds of age, gender, race, color, sexual orientation or national origin is excluded from participation in, denied the benefits of, or subject to discrimination under any programs receiving financial assistance (federal or local). The MPO follows its **Title VI and Non-Discrimination Plan** (2020) to meet its obligations under Title VI and in meeting defined Title VI Assurances. The document describes:

- The demographics of the Grand Forks – East Grand Forks Metropolitan Area;
- Environmental Justice areas and Limited English Proficiency populations within the MPO Planning Area Boundary;
- Demographics of MPO staff and Policy Board members;
- An accomplishment report for both administrative/oversight activities as well as metropolitan transportation planning process activities for the 2019 calendar year; and

MPO plans, programs and policies are vetted to assure that minority and low-income populations are not disproportionately affected by actions and outcomes of the plans, programs and policies. All plans, programs and policies, including public meeting announcements and agendas, contain the following language:

*The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in*

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

The MPO continues to record Title VI efforts for the year, including responding to Title VI complaints, in its annual Title VI report. Title VI compliance documentation includes the following information:

- Since the last self-certification, the MPO has not received, nor been notified of any lawsuits or complaints alleging discrimination.
- The MPO receives Consolidated Planning Grant (CPG) funds, which are transportation planning funds from the Federal Highway Administration and the Federal Transit Administration. All of these funds are secured through the annual adoption of an Annual Unified Work Program. All necessary Civil Rights compliance documents needed to properly obtain these funds have been completed, submitted, and approved. Proposals to secure federal funds for FY 2016 are part of the MPO's 2019-2020 work program process. These funds are utilized beginning January 1, 2019, the beginning of the MPO's fiscal year.
- No formal civil rights compliance review has been performed on the MPO in the past three years by any level of government. The MPO did update its Title VI documentations and adopted a Limited English Proficiency (LEP) Plan. The MPO has updated its Title VI Report as part of its annual TIP Self-certification. NDDOT also conducted an Audit of the Title VI compliance and found no issues.
- As a one-time submission, the Civil Rights Assurance was previously submitted to FTA in January 1988. Annually, the MPO adopts a State DOT Title VI Standard Assurance as part of its TIP approval.

#### **Disadvantage Business Enterprises Section [1101(b) of MAP-21 and 49 CFR part 26]**

The MPO cooperates with the NDDOT, since it is the lead state agency, in fulfilling its goal of percentage of work. The MPO includes in all its Requests for Proposals a clause that encourages all submittals to include minority and disadvantaged businesses to participate in the response. Further, the MPO submits a copy of the RFP for the NDDOT Qualifications Based Selection process.

#### **Equal Employment Opportunity (23 CFR part 230)**

Discrimination on the basis of race, color, creed, national origin, sex or age in employment business opportunities with The MPO is prohibited. The MPO works with the NDDOT and MnDOT in the implementation of an equal employment opportunity program on federal and federal-aid projects.

#### **Prohibition of discrimination based on gender (23 USC Section 324)**

The MPO maintains a no discrimination policy in our planning efforts, hiring practices or any other activity or product. Such actions include non-discrimination based on a person's gender. The MPO provides the following general caveat with its activities:

*The MPO is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability, sexual orientation, and income status have access to MPO's programs and services.*

**Discrimination against individuals with disabilities. (29 USC 794 Section 504)**

The MPO takes pride in its planning efforts and agency operations to be inclusive of all individuals. We provide access for disabled individuals to all meetings and do not discriminate against any individual based on the presence of a disability. The MPO provides the following general caveat with its activities:

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

**The Older Americans Act, as amended (42 U.S.C. 6101)**

The MPO is committed through the development of its plans and programs to ensure that no person on the grounds of age, gender, race, color, sexual orientation or national origin is excluded from participation in any programs receiving financial assistance (federal or local). No person will be denied the benefits of, or be subject to discrimination in their participation in MPO programs. The MPO subscribes to its **Title VI and Non-Discrimination Plan (2020)** to meet its obligations under Title VI and in meeting defined Title VI Assurances. The MPO plans, programs and policies are vetted to assure that minority and low-income populations are not disproportionately affected by actions and outcomes of the plans, programs and policies.

The 3-C planning activities of the MPO are sensitive to the needs of the elderly and handicapped persons by:

- a. Creating a liaison with the elderly and handicapped community and service agencies on the Transportation Improvement Program.
- b. Specific notification of Transit Development Plan updates and associated activities and public meetings.
- c. A Section 504 Handicapped Transportation Services Program for Grand Forks and East Grand Forks was adopted in December 1987.

Additional opportunities take place during each City's process to approve projects and plans,

which are submitted to the MPO for consideration.

### **Provisions of the American with Disabilities Act.**

The MPO does include a statement with all its notices and agendas:

ANY INDIVIDUAL REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING IS ASKED TO NOTIFY EARL HAUGEN, MPO EXECUTIVE DIRECTOR AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. ALSO, MATERIALS CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH DISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS PRIOR TO THE MEETING

The MPO holds all of its public meetings, open houses, Technical Advisory Committee meetings, and Policy Board meetings in ADA-compliant facilities and in locations generally considered served by public transportation. Additionally, all public notices and meeting agendas contain contact information for individuals requesting reasonable accommodations to participate in any MPO meeting.

The MPO does not own the buildings in which its offices are housed, but rather, rents the office space. The buildings are, however, ADA accessible, and provides parking and automatic doors for mobility impaired individuals, curb ramps, and an ADA accessible elevator to access MPO offices. Further, the MPO requests written statements from the building owners that the buildings are ADA compliant.

Lastly, the MPO provided the opportunity for both Grand Forks and East Grand Forks to have a new ADA Right of way Transition Plan completed. East Grand Forks accepted this offer and the MPO, together with the City of East Grand Forks and the consulting firm of SRF Consulting, Inc., prepared and developed this document. This included a public engagement opportunity at each of the key points during the process. The Plan was adopted by East Grand Forks and is being used to make process towards complying with ADA within its right of way.

### **Restrictions on influencing certain federal activities (49 CFR Part 20)**

The MPO policy is that no state or federal funds received by the agencies shall be paid to any person for the purpose of influencing the award of a federal contract, grant or loan or the entering into a cooperative agreement. No state or federal funds received by the agencies will be used directly or indirectly to influence any member of Congress, any member of the North Dakota or Minnesota State Legislatures, or any local elected official to favor or oppose the adoption of any proposed legislation pending before any federal, state or local legislative body. The MPO requires in each of its contract with consultants a provision signed by the consultant that this “anti-lobbying” provisions were met.

### **Restrictions on Procurements from Debarred or Suspended Persons/Firms (49 CFR part 29 subparts A to E**

Grantees, contractors, and subcontractors (at any level) that enter into covered transactions are required to verify that the entity (as well as its principals and affiliates) they propose to contract or subcontract with is not excluded or disqualified. Grantees, contractors, and subcontractors who enter into covered transactions also must require the entities they contract with to comply with 49 CFR 29, subpart C and include this requirement in their own subsequent covered transactions (i.e., the requirement flows down to subcontracts at all levels).

All MPO contracts are covered transactions for purposes of 49 CFR Part 29. As such, the contractor is required to verify that none of the contractor, its principals, as defined in 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945. The contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into. The MPO includes with all Requests for Proposal and Contracts a form to receive from the bidder/firm a signed statement of the responsibilities in this area.

#### **Drug Free Workplace Certification (49 CFR Part 29 sub-part F)**

The MPO as part of its Administrative Policies and Procedures, and as part of its Personnel Policies maintain a Drug Free Workforce Policy. The MPO Employee Handbook identifies The MPO's Substance Abuse Policy, which includes prohibited acts, responsibilities for enforcement, and consequences for not following the policy.

#### **Executive Order 12898 – Environmental Justice in the Metropolitan Transportation Plan**

The MPO maintains an Environmental Justice Manual (2020) to guide its implementation of the three principles of EJ. Environmental Justice areas are defined in the MPO EJ Manual. Funding is allocated as part of the UPWP to maintain an active participation and analytical approach that produces procedures that meet Environmental Justice requirements by ensuring that federally-funded transportation projects adequately consider effects on low-income and minority segments of the population.

The MPO produces with its regional and sub-regional transportation studies information documenting the effects of proposed transportation improvements on areas identified as EJ areas.

The MPO provides with the annual TIP an overlay of programmed transportation projects with the defined EJ areas to identify projects that would potentially impact EJ residents. In conjunction with its Public Participation Plan, the EJ's principle of active engagement of EJ populations is completed.

The MPO's multi-modal long range transportation plan, environmental justice analysis is done on all alternatives being contemplated to identify projects that potentially impact EJ populations. Further, in conjunction with the MPO Public Participation Plan, the EJ's principle of active engagement of EJ populations is completed.



**MPO Staff Report**  
**Technical Advisory Committee:**  
**August 12, 2020**  
**MPO Executive Board:**  
**August 19, 2020**

**RECOMMENDED ACTION: Recommend the approval of draft Final FY2021-2024 TIP to the MPO Executive Board,**

Matter of the Final Draft FY2021-2024 TIP.

**Background:** Annually, the MPO, working in cooperation with the state dots and transit operators, develop a Transportation Improvement Program (TIP), which also serves as the transit operators' Program of Projects (POP). The TIP covers a four period and identifies all transportation projects scheduled to have federal transportation funding during the four year period. The process runs over an eleven month period with several public meetings ranging from solicitation of projects for specific programs and comments on listed projects. This point in the process is the documenting of the draft of the final TIP.

The Minnesota side draft FY2021-2024 TIP was adopted in April. At that time, NDDOT was not prepared to draft a FY2021-2024 TIP/STIP document. Since then, NDDOT proceeded to submit a draft STIP to the public prior to the Forks MPO being able to present a draft TIP. During the past several months, the necessary coordination has been taking place among the state dots and transit operators to prepare a united FY2021-2024 TIP for the Forks MPO area.

The MPO promulgated a draft TIP for public review and comment. The draft was available 10 days prior to the scheduled public hearing. The public hearing will be held during the August 12<sup>th</sup> TAC meeting. A slight modification has been noted. In Appendix IV, which is showing in the MPO TIP the NWATP ATIP projects within the MOP area, a project was missing in this appendix. The project is listed within the TIP however. A new Appendix IV has been created to include this project. The project is the replacement of the traffic signals on DeMers Avenue in the downtown. A presentation will be done to identify the TIP project process, significant changes from the past TIP, and performance based planning/programming.

The MPO Executive Board will be requested to adopt the draft Final TIP for 2021-2024 for the entire MPO study area. Once adopted and approved, the TIP is inserted in the STIP by reference and cannot be modified without MPO approval. As such, the TIP is the referenced document for any decisions regarding projects programmed, project scopes, and project financing.

**Findings and Analysis:**

- The projects listed are consistent with the MPO's Long Range Transportation Plan.
- The projects listed are consistent with the respective draft STIPs.
- The projects have identified funding and therefore the TIP is fiscally constrained.
- No projects are being listed as "Illustrative". Traffic signals in Grand Forks on the "regional" system are identified as "pending" in the NDDOT STIP in FY2024. This means that if enough federal funds become available, they may be funded. If not enough federal funds become available, the project

should be one of the first funded projects in FY2025.

**Support Materials:**

- Copy of draft Final 2021-2024 TIP Recommended by Staff.
- Copy of Public Hearing Notice.





## PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the MPO 2021 to 2024 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Due to the COVID-19 public health emergency, East Grand Forks City Hall is currently closed to the public. Members of the MPO Technical Advisory Committee will be attending this meeting electronically or telephonically. This meeting will be conducted with social distancing modifications consistent with the recommendations of the CDC. The hearing will start at 1:30 PM on August 12th. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The Final TIP lists all transportation improvement projects programmed to be completed between the years of 2021 to 2024. A copy of the Final TIP is available for review and comment at the MPO website [www.theforksmppo.org](http://www.theforksmppo.org). Written comments on the Final TIP can be submitted to the email address [info@theforksmppo.org](mailto:info@theforksmppo.org) until noon on August 12th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes.

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

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



Grand Forks - East Grand Forks

METROPOLITAN  
PLANNING ORGANIZATION

# **TRANSPORTATION IMPROVEMENT PROGRAM**

**2021 - 2024**

**August, 2020**

FISCAL YEARS 2021 - 2024  
TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE  
GRAND FORKS - EAST GRAND FORKS  
METROPOLITAN AREA

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

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.

**METROPOLITAN PLANNING ORGANIZATION**  
**MEMBERSHIP**

**Bob Rost**

REPRESENTING:  
GRAND FORKS COUNTY  
COMMISSION

**Warren Strandell**

REPRESENTING:  
POLK COUNTY COMMISSION

**Jeannie Mock**

REPRESENTING:  
GRAND FORKS CITY  
COUNCIL

**Marc DeMers**

REPRESENTING:  
EAST GRAND FORKS CITY  
COUNCIL

**Ken Vein**

REPRESENTING:  
GRAND FORKS CITY  
COUNCIL

**Clarence Vetter**

REPRESENTING:  
EAST GRAND FORKS CITY  
COUNCIL

**Al Grasser**

REPRESENTING:  
GRAND FORKS PLANNING  
& ZONING COMMISSION

**Michael Powers**

REPRESENTING:  
EAST GRAND FORKS PLANNING  
& ZONING COMMISSION

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION STATEMENT**

The Grand Forks – East Grand Forks Metropolitan Planning Organization for the Grand Forks, North Dakota, and East Grand Forks, Minnesota, metropolitan region hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

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

GF-EGF MPO  
Metropolitan Planning  
Organization

North Dakota Department  
of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**A RESOLUTION APPROVING FY 2021 - FY 2024  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE  
GRAND FORKS-EAST GRAND FORKS METROPOLITAN AREA**

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

**WHEREAS**, projects must be included in the TIP in accordance with 23 CFR 450.326 (f) (1); and

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

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

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

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

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

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

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

**WHEREAS**, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP on August 12, 2020.

**NOW, THEREFORE, BE IT RESOLVED**, that the Grand Forks-East Grand Forks Metropolitan Planning Organization adopts the Grand Forks-East Grand Forks Metropolitan Area Transportation Improvement Program for the FY 2021 to FY 2024 program period as being consistent with the Metropolitan Transportation Plan and the area's plans and program included therein.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Clarence Vetter, Chairman

\_\_\_\_\_  
Date

\_\_\_\_\_  
Earl Haugen, Executive Director

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

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

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

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

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

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
Clarence Vetter  
Chairman

\_\_\_\_\_  
Earl T. Haugen,  
Executive Director



# **TABLE OF CONTENTS**

|   | <b><u>PAGE</u></b> |
|---|--------------------|
| <b>TRANSPORTATION IMPROVEMENT PROGRAM .....</b>             | <b>1</b>           |
| <b>INTRODUCTION .....</b>                                   | <b>1</b>           |
| <br>  |                    |
| <b>GRAND FORKS AREA PROJECT LISTINGS .....</b>              | <b>24</b>          |
| Programmed Projects .....                                   | 25                 |
| <br>  |                    |
| <b>EAST GRAND FORKS AREA PROJECT LISTINGS.....</b>          | <b>39</b>          |
| Programmed Projects .....                                   | 40                 |
| <br>  |                    |
| <b>ILLUSTRATIVE PROJECT LISTINGS.....</b>                   | <b>48</b>          |
| <br>  |                    |
| <b>PERFORMANCE BASED PLANNING and PROGRAMMING .....</b>     | <b>50</b>          |
| <br>  |                    |
| <b>APPENDIX I – FY-2017 PROJECT STATUS.....</b>             | <b>55</b>          |
| <br>  |                    |
| <b>APPENDIX II – SELF-CERTIFICATION.....</b>                | <b>65</b>          |
| <br>  |                    |
| <b>APPENDIX III – PUBLIC PARTICIPATION.....</b>             | <b>75</b>          |
| <br>  |                    |
| <b>APPENDIX IV – MINNESOTA PROJECTS in ATIP FORMAT.....</b> | <b>78</b>          |

## Common Acronym Dictionary

|   |   |
|---|---|
| ADA: Americans with Disabilities Act                  | FTA: Federal Transit Administration                               |
| ADT: Average Daily Traffic                            | FY: Fiscal Year   |
| ARM: Accumulated Route Mileage                        | GIS: Geographic Information System                                |
| ATAC: Advanced Traffic Analysis Center                | HSIP: Highway Safety Improvement Program                          |
| BCA: Benefit Cost Analysis                            | IM: Interstate Maintenance  |
| CAA: Clean Air Act                                    | ISTEA: Intermodal Surface Transportation Efficiency Act           |
| CAAA: Clean Air Act Amendments of 1990                | ITS: Intelligent Transportation System                            |
| CAT: Cities Area Transit                              | LOS: Level of Service   |
| CBD: Central Business District                        | MTP: Metropolitan Transportation Plan                             |
| CFR: Code of Federal Regulation                       | MAP 21: Moving Ahead for Progress in the 21 <sup>st</sup> Century |
| CMAQ: Congestion Mitigation and Air Quality Program   | MnDOT: Minnesota Department of Transportation                     |
| CRASH: Collision Reporting and Statistical History    | MnSHIP: MnDOT Statewide Highway Investment Plan                   |
| CRF: Crash Reduction Factor                           | MPA: Metropolitan Planning Area                                   |
| DBE: Disadvantaged Business Enterprise                | MPO: Metropolitan Planning Organization                           |
| DVMT: Daily Vehicle Miles Traveled                    | MUTCD: Manual Of Uniform Traffic Control Devices                  |
| E+C: Existing-Plus-Committed                          | NDDOT: North Dakota Department of Transportation                  |
| EEO: Equal Employment Opportunity                     | NEPA: National Environmental Protection Agency                    |
| EPA: Environmental Protection Agency                  | NHPP: National Highway Performance Program                        |
| FAST ACT: Fixing America's Surface Transportation Act | NHS: National Highway System                                      |
| FC: Functional Classification                         | NTSB: National Transportation Safety Board                        |
| FCAA: Federal Clean Air Act                           |   |
| FHWA: Federal Highway Administration                  |   |

PPP: Public Participation Plan

RFP: Request For Proposal

SAFETEA-LU: The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users.

SHSP: Strategic Highway Safety Plan

SOV: Single Occupant Vehicle

SR2S: Safe Routes to School Program

STEА: Surface Transportation Extension Act

STIP: Statewide Transportation Improvement Program

STP: Surface Transportation Program

TAC: Technical Advisory Committee

TAP: Transportation Alternatives Program

TAZ: Traffic Analysis Zone

TCM: Transportation Control Measure

TDM: Transportation Demand Management

TE: Transportation Enhancement Program

TEA 21: Transportation Equity Act of the 21<sup>st</sup> Century

TIGER: Transportation Investment Generating Economic Recovery

TIP: Transportation Improvement Program

TMA: Transportation Management Area

TSM: Transportation System Management

UGPTI: Upper Great Plains Transportation Institute

UPWP: Unified Planning Work Program

U.S.DOT: United States Department of Transportation

V/C: Volume to Capacity

VHT: Vehicle Hours Traveled

VMS: Vehicle Message Signs

VMT: Vehicle Miles Traveled

3-C Process: Continuous, Cooperative, Comprehensive

## INTRODUCTION

The draft Transportation Improvement Program (TIP) for the Grand Forks -East Grand Forks area lists the significant transportation system improvements to be implemented during the next four years. The 2020-2023 TIP is submitted under the Fixing America's Surface Transportation (FAST). This Act was adopted in December 2015 to authorize federal transportation programs through 2020.

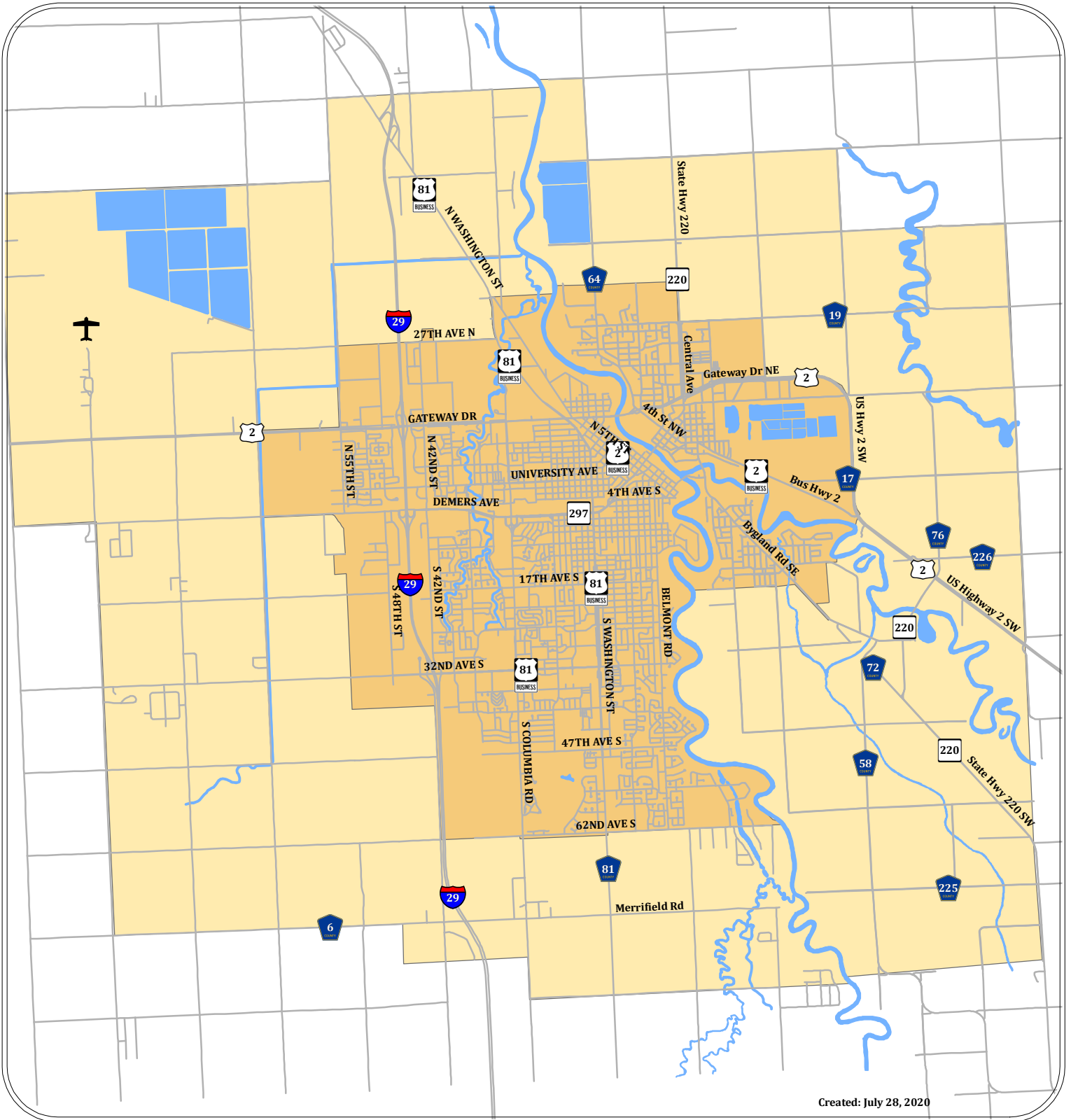
The Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) require that in order for certain projects to be funded with federal assistance, those projects must be included in a Transportation Improvement Program (TIP) approved by the appropriate Metropolitan Planning Organization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

Federal requirements stipulate each state must develop a Statewide Transportation Program (STIP), and project selection must be performed in cooperation with the MPOs. Similarly, local TIP's must be developed in cooperation with the State. The TIP is updated annually, and encompasses a 4-year time period. In order to remain consistent with these requirements, projects programmed for 2020 are considered the Annual Element, and Program Years 2021, 2022 and 2023 are designated as Future Year projects.

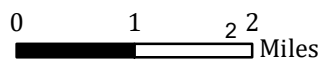
The projects which comprise the TIP were developed, studied, and evaluated as part of the Metropolitan "3C" Transportation Planning Processes, which has been established in the Grand Forks - East Grand Forks Area. The TIP may be modified at any time, consistent with procedures established for its development,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

The MPO staff worked with the local communities and State Departments of Transportation to prepare the FY 2021-2024 Transportation Improvement Program for the Grand Forks-East Grand Forks Metropolitan Area. The MPO has utilized its project prioritization process as documented in its TIP Process Manual.

# Grand Forks- East Grand Forks Metropolitan Planning Organization Planning Area



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



## TRANSPORTATION PLAN

The 2045 Metropolitan Transportation Plan documents the multi-modal transportation planning process, which is established in the area to identify, evaluate, and implement transportation system improvements. System improvements comprise all highway, transit, bikeway, and pedestrian walkway improvements designed to meet travel demands during the next 20+ years. In the Grand Forks - East Grand Forks area, the Metropolitan Transportation Plan contains several sections, which address street and highway, transit, bikeway, and pedestrian projects.

### Street and Highway Section

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

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

The second time-frame focuses more on problems projected into the near future. As the metropolitan area grows, additional traffic will create problems that do not exist today. These projects should not appear in this TIP document. Projects can be moved into the first time-frame after additional studies are made, and the Plan is amended. Additionally, the Plan is updated every five years so a project can shift based upon the best available data and analysis. The last time frame covers the remaining years out to 2045.

### Transit Section

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

adds two routes. The continued operation of earlier Saturday transit service is being programmed.

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

### Bikeway Section

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

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

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

### Pedestrian Section

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

The MPO also recently updated the ADA ROW Transition Plan for the East Grand Forks. An important item in this update was the requirement for the installation of truncated domes. This was an original ADA standard design that was placed on hiatus until additional studying could be done. The hiatus status was allowed to expire without any modifications to the original standard. Truncated domes are now required.

## PLANNING FACTORS

The following narrative describes some the transportation projects as examples of how the MPO addresses each factor.

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

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

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

MnDOT has a project programed at the intersection of US2 and US2B in East Grand forks to address crashes, some of which involve agricultural vehicles. Grand Forks will be using HSIP funds to replace all school cross walk beacons throughout the City. HSIP funds are also being used in Grand Forks to make left turn lanes along the 32<sup>nd</sup> Ave S corridor to a negative off-set to improved sight lines for left turning vehicles at major intersections.

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

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

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

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

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

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

Transit operations are programmed to provide both fixed route and demand



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

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

Transportation Alternative Program funds under MAP-21/FAST help the area to take an aggressive approach to expanding and improving bicycle and pedestrian facilities. The replacement of the Washington St underpass of the mainline BNSF railroad will allow the roadway to be widened to better operate for the all transportation users involved.

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

Factor 7 - Promote Efficient System Management and Operation:

All projects programmed support this factor as it is intended to improve the system, the projects promote more efficient management and operations. In particular, the construction of a roundabout at the intersection of Bygland Road and Rhinehart Drive will promote better traffic operations. Traffic signal replacements and rehabilitation are programmed in both Cities.

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

Several projects programmed in the TIP support this factor. Columbia Road Overpass will be rehabilitated. Also, the DeMers Overpass will also have preventative maintenance completed. Both State DOTs have pavement projects on US 2 that will preserve that important National Highway.

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

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

Factor 10 – Enhancing Travel and Tourism:

The reconstruction of N. Columbia Road and rehabilitation of the Columbia Overpass

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

## **Environmental Justice (EJ):**

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

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

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

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

Map 1 displays the locations of the 2021-2024 TIP projects and their spatial relationship to metropolitan populations (census block groups) that have been identified as MLIPs. A situation of particular concern from an EJ standpoint would be a grouping of projects in or around a MLIP, or a particular MLIP being impacted in more than one year, which may be an indication of disproportionately adverse health or environmental effects on that neighborhood.

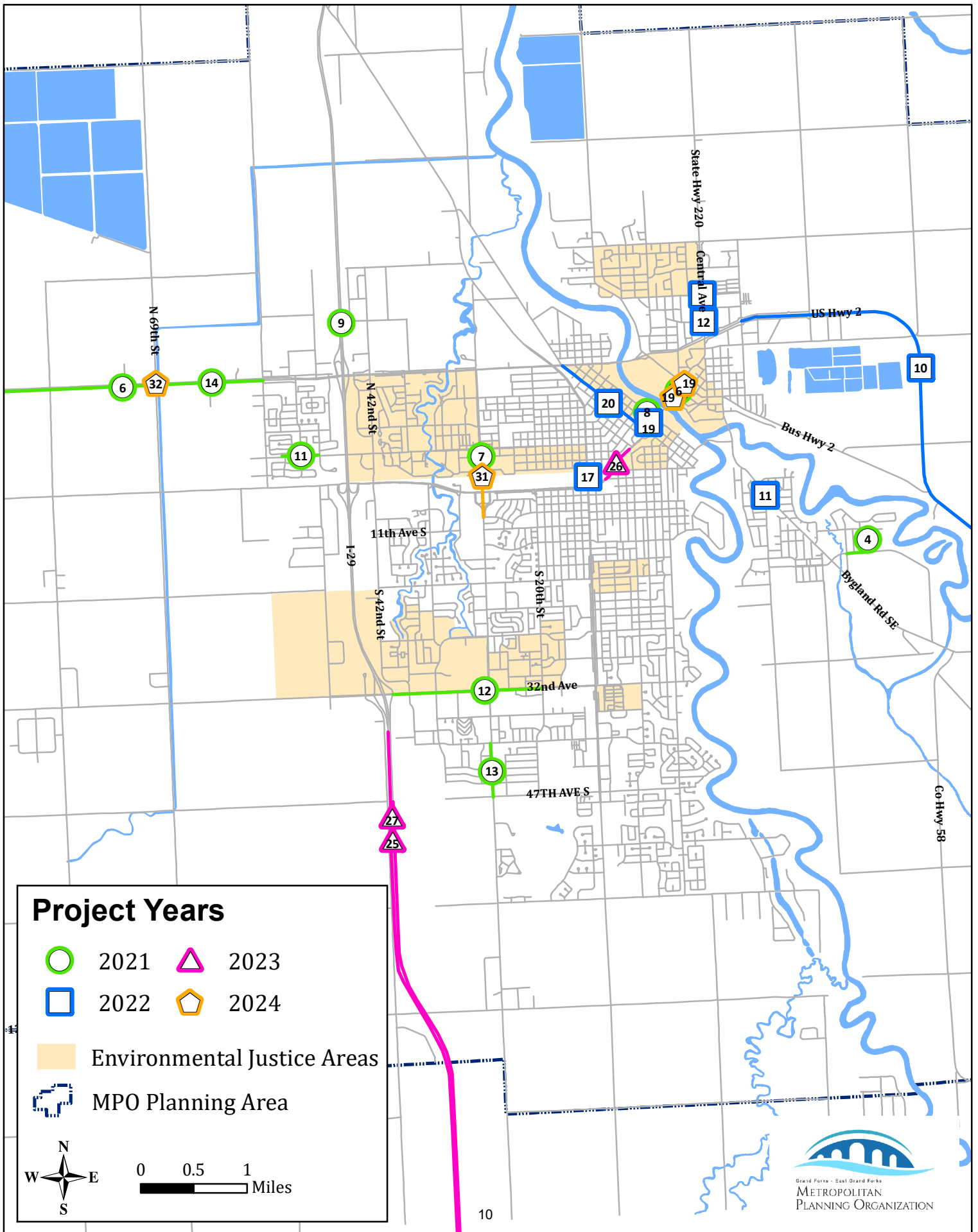
Overall, the TIP projects for 2021-2024 appear to be well dispersed temporally and spatially throughout the metropolitan area. Thus, any negative impacts resulting from the

implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

There are eight (8) projects in the 2021-2024 TIP that either border or are partially within an identified EJ neighborhood. The Projects are:

- Project #GF7 and #GF31 involves reconstruction and rehabilitating the one of the main corridors connecting an EJ neighborhood to medical and general commercial areas of the metropolitan area.
- Project #GF18 involves the safety improvements at traffic signals, some of which will be beneficial to EJ neighborhoods.
- Projects involving transit generally will benefit the EJ neighborhood by continuing operations and maintaining state of good repair on capital assets.
- Project #GF8 will benefit the EJ neighborhood by reconstructing the street and enhancing the multi-modal facilities of the N. 3<sup>rd</sup> St.
- Project #GF10 involves the replacement of school crossing beacons, some of which will be beneficial to EJ neighborhoods.
- Project #EGF6 and #EGF19 makes improvements to the main corridor serving one of the EJ neighborhoods in East Grand Forks.

# 2021- 2024 Transportation Improvement Program



## **FEDERAL URBAN ASSISTANCE AND FINANCIAL FUNDING SOURCE SUMMARY**

The TIP covers the four-year period of 2021 through 2024. The TIP is updated annually so the revenues and expenditures are updated. Amendments may occur periodically in-between the annual updates. The total revenues and expenditures programmed in this four-year TIP represent an investment of:

- **\$107 Million total**
  - **\$76 Million in federal funds**
  - **\$10 Million in state highway funds**
  - **\$6 Million in other state transportation funds**
  - **\$15 Million in local funds.**

### **EAST GRAND FORKS, MINNESOTA**

#### Highway Funding

The City of East Grand Forks, through the MPO, continues to work with the Minnesota Department of Transportation through the designated Area-wide Transportation Partnership<sup>1</sup> (ATP) to develop the list of transportation capital and operating assistance projects. Local funding for East Grand Forks projects has been assured by the City Administrator's Office.

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

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

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

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

The Area II ATP has developed a process to distribute sub-targeted, federal funding amounts to its partnership members. Sub-committees representing the various recipient groups determine how the sub-targeted amounts are distributed. For large urban areas, federal funding is rotated each year among the cities. East Grand Forks is scheduled to receive federal funding in 2022 for City Sub-Target allocations.

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

| <b>Table #1</b>                       |                     |                    |                    |                   |                    |
|---------------------------------------|---------------------|--------------------|--------------------|-------------------|--------------------|
| <b>Minnesota Side Funding Sources</b> |                     |                    |                    |                   |                    |
| (shown in \$1,000)                    |                     |                    |                    |                   |                    |
|                                       | <b>TOTAL</b>        | <b>FEDERAL</b>     | <b>STATE</b>       | <b>OTHER</b>      | <b>LOCAL</b>       |
|                                       | <b>\$17,237.62</b>  | <b>\$10,669.00</b> | <b>\$2,738.00</b>  | <b>\$2,488.21</b> | <b>\$1,342.41</b>  |
| <b>TOTAL</b>                          | <b>\$102,853.27</b> | <b>\$73,368.04</b> | <b>\$12,538.27</b> | <b>\$5,586.06</b> | <b>\$11,357.82</b> |

#### Bikeway Funding

Similar to highway funding, bikeway improvements are funded with ATP STP Transportation Alternative Program funds. The ATP sub-targets around \$400,000 per year for the region to compete for. East Grand Forks has been successful in obtaining funds from this program in the past. Typically, local match funds are provided through the state aid account.

#### Transit Funding

Funding for the East Grand Forks City Bus is provided from 4 sources: Urbanized Area Formula Program - Section #5307 (formally Section 9) Operating Assistance, Minnesota State Aid, farebox revenues, and local funding from the City's General Fund.

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

| <b>TABLE 2</b>                         |                   |                   |                    |                 |                   |
|--|-------------------|-------------------|--------------------|-----------------|-------------------|
| <b>Minnesota Side Finances by Year</b> |                   |                   |                    |                 |                   |
| <b>Revenues</b>                        |                   |                   |                    |                 |                   |
| <b>(shown in \$1,000)</b>              |                   |                   |                    |                 |                   |
|  |                   | <b>2021</b>       | <b>2022</b>        | <b>2023</b>     | <b>2024</b>       |
| <b>Transit</b>                         | <b>Operations</b> | <b>\$703.70</b>   | <b>\$718.70</b>    | <b>\$736.21</b> | <b>\$759.26</b>   |
| <b>Transit</b>                         | <b>Capital</b>    | <b>\$0.00</b>     | <b>\$0.00</b>      | <b>\$160.00</b> | <b>\$180.00</b>   |
| <b>Street</b>                          | <b>P.E.</b>       | <b>NA</b>         | <b>\$150.00</b>    | <b>NA</b>       | <b>NA</b>         |
| <b>Street</b>                          | <b>R.O.W.</b>     | <b>NA</b>         | <b>\$62.00</b>     | <b>NA</b>       | <b>NA</b>         |
| <b>Street</b>                          | <b>CONSTR.</b>    | <b>\$499.75</b>   | <b>\$11,906.00</b> | <b>NA</b>       | <b>\$1,200.00</b> |
|  | <b>TOTAL</b>      | <b>\$1,203.45</b> | <b>\$12,998.70</b> | <b>\$896.21</b> | <b>\$2,139.26</b> |
| <b>Expenditures</b>                    |                   |                   |                    |                 |                   |
| <b>(shown in \$1,000)</b>              |                   |                   |                    |                 |                   |
|  |                   | <b>2021</b>       | <b>2022</b>        | <b>2023</b>     | <b>2024</b>       |
| <b>Transit</b>                         | <b>Operations</b> | <b>\$703.70</b>   | <b>\$718.70</b>    | <b>\$736.21</b> | <b>\$759.26</b>   |
| <b>Transit</b>                         | <b>Capital</b>    | <b>\$0.00</b>     | <b>\$0.00</b>      | <b>\$160.00</b> | <b>\$180.00</b>   |
| <b>Street</b>                          | <b>P.E.</b>       | <b>NA</b>         | <b>\$150.00</b>    | <b>NA</b>       | <b>NA</b>         |
| <b>Street</b>                          | <b>R.O.W.</b>     | <b>NA</b>         | <b>\$62.00</b>     | <b>NA</b>       | <b>NA</b>         |
| <b>Street</b>                          | <b>CONSTR.</b>    | <b>\$499.75</b>   | <b>\$11,906.00</b> | <b>NA</b>       | <b>\$1,200.00</b> |
|  | <b>TOTAL</b>      | <b>\$1,203.45</b> | <b>\$12,998.70</b> | <b>\$896.21</b> | <b>\$2,139.26</b> |



## GRAND FORKS, NORTH DAKOTA

### Highway Funding

All projects shown for Grand Forks for the first year (Annual Element) of the 2020-2023 TIP have been committed by the North Dakota Department of Transportation through the North Dakota Urban Systems Program. Similarly, all projects in the first year of the TIP become part of the City budget, and by law must have a committed revenue source.

Funding, and programming summaries of funding sources for the Grand Forks area is shown in Table 3. Funding revenues and expenditures are shown in Table 4. The individual project listing shows the actual project cost and funding splits.

The City of Grand Forks annually compares the total amount of requests with anticipated revenues in addition to giving consideration to long-term commitments. Capital programming is for six years.<sup>2</sup> Should requests and/or existing commitments for the first year exceed anticipated revenues, alternative funding sources are programmed or the project is moved back to a later program year.

| <b>Table #3</b>                          |                    |                   |                   |                  |
|--|--------------------|-------------------|-------------------|------------------|
| <b>North Dakota Side Funding Sources</b> |                    |                   |                   |                  |
| <b>(shown in \$1,000)</b>                |                    |                   |                   |                  |
| <b>TOTAL</b>                             | <b>FEDERAL</b>     | <b>STATE</b>      | <b>OTHER</b>      | <b>LOCAL</b>     |
| <b>\$90,102.33</b>                       | <b>\$65,348.08</b> | <b>\$7,195.33</b> | <b>\$3,788.55</b> | <b>13,771.10</b> |

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

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

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

### Bikeway Funding

Similar to highway funding, bikeway improvements are funded with sale tax monies. The City of Grand Forks uses sale tax to fund both bikeway maintenance and projects. Bikeway maintenance includes the reconstruction of portions of the bikeway, which have deteriorated. New construction is funded either entirely with sales tax or to match other funds such as Entitlement monies. Each year bikeway maintenance is increased to keep up with rising construction and maintenance costs.

### Transit Funding

In Grand Forks transit funding is provided from four sources: Urbanized Area Formula Program - Section #5307 Operating Assistance, North Dakota transit assistance, local funding from dedicated property tax revenues mill levies for fixed-route (4.8 mills), and Dial-A-Ride (1 mill) services and fare box revenues.

| <b>TABLE #4</b>                           |                   |                    |                    |                    |                     |
|---|-------------------|--------------------|--------------------|--------------------|---------------------|
| <b>North Dakota Side Finances by Year</b> |                   |                    |                    |                    |                     |
| <b>Revenues</b>                           |                   |                    |                    |                    |                     |
| (shown in \$1,000)                        |                   |                    |                    |                    |                     |
|   |                   | <b>2021</b>        | <b>2022</b>        | <b>2023</b>        | <b>2024</b>         |
| <b>Transit</b>                            | <b>Operations</b> | <b>\$3,410.90</b>  | <b>\$3,496.17</b>  | <b>\$3,583.58</b>  | <b>\$ 3,673.17</b>  |
| <b>Transit</b>                            | <b>Capital</b>    | <b>\$560.30</b>    | <b>\$16.00</b>     | <b>\$16.40</b>     | <b>\$ 16.81</b>     |
| <b>Street</b>                             | <b>P.E.</b>       | <b>\$0.00</b>      | <b>\$0.00</b>      | <b>\$0.00</b>      | <b>\$ -</b>         |
| <b>Street</b>                             | <b>R.O.W.</b>     | <b>\$0.00</b>      | <b>\$0.00</b>      | <b>\$0.00</b>      | <b>\$ -</b>         |
| <b>Street</b>                             | <b>CONSTR.</b>    | <b>\$29,933.00</b> | <b>\$23,105.00</b> | <b>\$6,916.00</b>  | <b>\$ 15,375.00</b> |
|   | <b>TOTAL</b>      | <b>\$33,904.20</b> | <b>\$26,617.17</b> | <b>\$10,515.98</b> | <b>\$ 19,064.98</b> |
| <b>Expenditures</b>                       |                   |                    |                    |                    |                     |
| (shown in \$1,000)                        |                   |                    |                    |                    |                     |
|   |                   | <b>2021</b>        | <b>2022</b>        | <b>2023</b>        | <b>2024</b>         |
| <b>Transit</b>                            | <b>Operations</b> | <b>\$3,410.90</b>  | <b>\$3,496.17</b>  | <b>\$3,583.58</b>  | <b>\$ 3,673.17</b>  |
| <b>Transit</b>                            | <b>Capital</b>    | <b>\$560.30</b>    | <b>\$16.00</b>     | <b>\$16.40</b>     | <b>\$ 16.81</b>     |
| <b>Street</b>                             | <b>P.E.</b>       | <b>\$0.00</b>      | <b>\$0.00</b>      | <b>\$0.00</b>      | <b>\$0.00</b>       |
| <b>Street</b>                             | <b>R.O.W.</b>     | <b>\$0.00</b>      | <b>\$0.00</b>      | <b>\$0.00</b>      | <b>\$0.00</b>       |
| <b>Street</b>                             | <b>CONSTR.</b>    | <b>\$29,933.00</b> | <b>\$23,105.00</b> | <b>\$6,916.00</b>  | <b>\$ 15,375.00</b> |
|   | <b>TOTAL</b>      | <b>\$33,904.20</b> | <b>\$26,617.17</b> | <b>\$10,515.98</b> | <b>\$ 19,064.98</b> |

## **OPERATIONS AND MAINTENANCE FINANCIAL SUMMARY**

For purposes of transportation operations and maintenance (O&M), the financial summary shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways. Federal-aid highways are essentially the streets within the metro area that are state highways. So a very small percentage of the total street system needs to be included in these O&M financial summaries.

Within each City, agreements are in place with the respective agencies that have the responsibility of O&M issues in their respective City. The one significant exception to this is the mileage of the Interstate System in Grand Forks; that remains the responsibility of NDDOT. Since the TIP covers the MPO Study Area versus just the city limits of both Grand Forks and East Grand Forks, this O&M summary has to include information from both State Departments of Transportation. The basic method to calculate the O&M revenues and costs was to determine the pro rata share of federal aid system miles compared to the total miles within the respective area. Neither County in the MPO Study Area has any responsibilities for the federal aid system.

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

### **EAST GRAND FORKS, MINNESOTA**

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

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

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

### **STATE OF MINNESOTA**

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

The financial information for the O&M comes from the Budget. The percentage of federal aid streets was used as the method to calculate the O&M information for this TIP. This information is shown in Table #5

The revenue sources are basically from the Minnesota Highway User Tax Distribution Fund.

### **GRAND FORKS, NORTH DAKOTA**

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

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

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

### **STATE OF NORTH DAKOTA**

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

The financial information for the O&M comes from the Budget. The percentage of federal aid highways was used as the method to calculate the O&M information for this TIP. This information is shown in Table #5.

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

|                                 |                          |              |  | Table #5                                  |            |            |            |
|---------------------------------|--------------------------|--------------|--|---|------------|------------|------------|
|                                 |                          |              |  | Operations and Maintenance Financial Plan |            |            |            |
|                                 |                          |              |  | Federal Aid System                        |            |            |            |
|                                 |                          |              |  | REVENUES                                  |            |            |            |
|                                 |                          |              |  | Year                                      | Year       | Year       | Year       |
|                                 |                          |              |  | 2021                                      | 2022       | 2023       | 2023       |
| Minnesota Federal Aid System    |                          |              |  |   |            |            |            |
|                                 | MnDOT                    |              |  | \$ 268,353                                | \$ 276,404 | \$ 284,696 | \$ 293,237 |
|                                 | East Grand Forks         | total        |  | \$ 218,847                                | \$ 225,413 | \$ 232,175 | \$ 239,140 |
|                                 |                          | General Fund |  | \$ 207,441                                | \$ 213,664 | \$ 220,074 | \$ 226,676 |
|                                 |                          | Fees         |  | \$ 11,406                                 | \$ 11,748  | \$ 12,101  | \$ 12,464  |
|                                 |                          |              |  | EXPENDITURES                              |            |            |            |
|                                 |                          |              |  | Year                                      | Year       | Year       | Year       |
|                                 |                          |              |  | 2021                                      | 2022       | 2023       | 2023       |
| Minnesota Federal Aid System    |                          |              |  |   |            |            |            |
|                                 | MnDOT                    |              |  | \$ 268,353                                | \$ 276,404 | \$ 284,696 | \$ 293,237 |
|                                 | City of East Grand Forks |              |  | \$ 206,284                                | \$ 212,473 | \$ 218,847 | \$ 225,412 |
|                                 |                          |              |  | REVENUES                                  |            |            |            |
|                                 |                          |              |  | Year                                      | Year       | Year       | Year       |
|                                 |                          |              |  | 2021                                      | 2022       | 2023       | 2023       |
| North Dakota Federal Aid System |                          |              |  |   |            |            |            |
|                                 | NDDOT                    |              |  | \$ 561,978                                | \$ 578,838 | \$ 596,203 | \$ 614,089 |
|                                 | Grand Forks              | total        |  | \$ 586,340                                | \$ 603,930 | \$ 622,048 | \$ 640,709 |
|                                 |                          | Mill Levy    |  | \$ 428,087                                | \$ 440,929 | \$ 454,157 | \$ 467,782 |
|                                 |                          | Gas Tax      |  | \$ 158,253                                | \$ 163,001 | \$ 167,891 | \$ 172,928 |
|                                 |                          |              |  | EXPENDITURES                              |            |            |            |
|                                 |                          |              |  | Year                                      | Year       | Year       | Year       |
|                                 |                          |              |  | 2021                                      | 2022       | 2023       | 2023       |
| North Dakota Federal Aid System |                          |              |  |   |            |            |            |
|                                 | NDDOT                    |              |  | \$ 561,978                                | \$ 578,838 | \$ 596,203 | \$ 614,089 |
|                                 | City of Grand Forks      |              |  | \$ 586,340                                | \$ 603,930 | \$ 622,048 | \$ 640,709 |

## PROJECT LISTINGS - TRANSPORTATION PROJECT FORMAT

The Transportation projects listed in the TIP are shown in chart form, and grouped by project location/jurisdiction for the Grand Forks and East Grand Forks areas. North Dakota projects are listed first, and Minnesota projects second. Projects include all modes and are listed in priority by year.

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

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

The following items are generic to all projects:

### Urban Area/Project Number:

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

### Project Location:

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

### Responsible Agency:

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

Project Description:

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

Estimated Cost and Funding:

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

Funding Sources:Federal

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

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

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

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

Minnesota County State Aid

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

## Minnesota Urban State Aid

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

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

### Project Type:

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

### Facility:

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

### Classification:

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

The definitions of the Functional Classification are as follows:

#### Interstate

An interstate highway provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct-access to abutting property. An interstate, by design, is a multi-lane highway with grade separations at all crossroads and full control of access. Parking, except for emergencies and no more than 72 hours, within the roadway is prohibited.

#### Principal Arterial

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

#### Minor Arterial

Minor arterials include roads or streets that provide for through-traffic movements between areas to link collectors with other arterials. There is direct access to abutting property, but roadway access is typically controlled by limiting the number of intersections and curb cuts.



A minor arterial, by design, usually has two lanes in rural areas, and four or more in urban areas. It is an undivided road with little or no provision for parking within the roadway.

### Collectors

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

### Local Roads

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

### Funding Status:

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

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

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

### Staging:

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

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

Project Type:

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

Funding Status:

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

Discretionary funding indicates that federal project funding would require prioritization and prior approval by a primary review agency. This would include projects, which are funded with any type of federal funding distributed on a competitive basis. In North Dakota, this would include transit projects funded under Sections #5307, #5310 and #5339. In Minnesota, Surface Transportation Program funding and Sections #5307 and #5339 monies are used for the purchase of capital items and are distributed on a competitive basis. Minnesota also provides state funds for transit capital.

Transit entitlement funding refers to services or projects eligible under the Section #5307 Program. Urban areas receive Section #5307 funds annually from the Federal Transit Administration to provide fixed-route and paratransit services. These funds are distributed on a formula basis and do not directly compete with other projects.

Staging:

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

# **GRAND FORKS PROJECT LISTINGS**

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021 - 2024**

| URBAN AREA               | PROJECT LOCATION            | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS)   |          |        |        |          | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |      |      |  |
|--------------------------|-----------------------------|----------------|---|--|----------|--------|--------|----------|------------|----------------|---------------------|------|------|--|
|                          | RESPONSIBLE AGENCY          | CLASSIFICATION |   | TOTAL  | FEDERAL  | STATE  | OTHER  | LOCAL    |            | 2021           | 2022                | 2023 | 2024 |  |
| PROJECT NUMBER           | PROJECT TYPE                | FUNDING STATUS |   | AND SOURCE OF FUNDING  |          |        |        |          | Operations |                |                     |      |      |  |
|                          |                             |                |   | TOTAL  | FEDERAL  | STATE  | OTHER  | LOCAL    | Capital    |                |                     |      |      |  |
|                          |                             |                |   | FUNDING SOURCE   |          |        |        |          | P.E.       |                |                     |      |      |  |
|                          |                             |                |   |  |          |        |        |          | R.O.W.     |                |                     |      |      |  |
|                          |                             |                |   |  |          |        |        |          | CONSTR.    |                |                     |      |      |  |
|                          |                             |                |   |  |          |        |        |          | TOTAL      |                |                     |      |      |  |
| Grand Forks #1<br>No PCN | Grand Forks                 | NA             | Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2021 to December 31, 2021 (costs for fixed-route service are estimates). | REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$265,250   |          |        |        |          | Operations | 3,410.90       |                     |      |      |  |
|                          | Grand Forks                 | Operations     |   | East Grand Forks pays \$521,848 is shown as OTHER<br>UND pays \$390,500 for Shuttle service full year in OTHER<br><b>The Federal and Local revenues may be replaced by CARES</b> |          |        |        |          | Capital    |                |                     |      |      |  |
|                          | Fixed-Route Transit Service | Entitlement    | Excludes FTA Programs 5339 and 5310 costs   | TOTAL  | FEDERAL  | STATE  | OTHER  | LOCAL    | R.O.W.     |                |                     |      |      |  |
|                          |                             |                |   | 3,410.90   | 1,193.40 | 259.10 | 912.35 | 1,046.05 | CONSTR.    |                |                     |      |      |  |
|                          |                             |                |   | FTA 5307 (50/50)   |          |        |        |          | TOTAL      | 3,410.90       |                     |      |      |  |
| Grand Forks #2<br>No PCN | Grand Forks                 | NA             | Capital Purchase/Replacement of Safety and/or security hardware and software  | REMARKS:   |          |        |        |          | Operations |                |                     |      |      |  |
|                          | Grand Forks                 | Capital        |   | <b>NOTE:</b> Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.  |          |        |        |          | Capital    | 15.00          |                     |      |      |  |
|                          | Fixed-Route Transit Service | Entitlement    |   | TOTAL  | FEDERAL  | STATE  | OTHER  | LOCAL    | R.O.W.     |                |                     |      |      |  |
|                          |                             |                |   | 15.00  | 12.00    |        |        | 3.00     | CONSTR.    |                |                     |      |      |  |
|                          |                             |                |   | FTA 5307 (80/20)   |          |        |        |          | TOTAL      | 15.00          |                     |      |      |  |
|                          |                             |                |   | REMARKS:   |          |        |        |          |            |                |                     |      |      |  |
|                          |                             |                |   | Net Operating is shown <u>before</u> , Fed, State & Local Matching Funds are applied.  |          |        |        |          |            |                |                     |      |      |  |
|                          |                             |                |   |  |          |        |        |          |            |                |                     |      |      |  |
|                          |                             |                |   |  |          |        |        |          |            |                |                     |      |      |  |
|                          |                             |                |   |  |          |        |        |          |            |                |                     |      |      |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FISCAL YEARS 2021 - 2024**

| URBAN AREA                   | PROJECT LOCATION                              | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) |         |       |       |         | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |      |      |  |
|------------------------------|---|----------------|---|----------------------------|---------|-------|-------|---------|------------|----------------|---------------------|------|------|--|
|                              | RESPONSIBLE AGENCY                            | CLASSIFICATION |   | TOTAL                      | FEDERAL | STATE | OTHER | LOCAL   |            | 2021           | 2022                | 2023 | 2024 |  |
| PROJECT NUMBER               | PROJECT TYPE                                  | FUNDING STATUS |   | AND SOURCE OF FUNDING      |         |       |       |         | Operations |                |                     |      |      |  |
|                              |   |                |   |                            |         |       |       | Capital |            |                |                     |      |      |  |
|                              |   |                |   |                            |         |       |       |         | P.E.       |                |                     |      |      |  |
|                              |   |                |   |                            |         |       |       |         | R.O.W.     |                |                     |      |      |  |
|                              |   |                |   |                            |         |       |       |         | CONSTR.    |                |                     |      |      |  |
|                              |   |                |   | FUNDING SOURCE             |         |       |       |         | TOTAL      |                |                     |      |      |  |
| Grand Forks #3<br><br>No PCN | Grand Forks                                   | NA             | Purchase of radio infrastructure, shop equipment service truck, staff vehicles, upgrade fuel system, and A&E for facility expansion Phase 2 | REMARKS:                   |         |       |       |         |            |                |                     |      |      |  |
|                              | Grand Forks                                   | Operating      |   |                            |         |       |       |         |            |                |                     |      |      |  |
|                              | Fixed Route                                   | Discretionary  |   |                            |         |       |       |         |            |                |                     |      |      |  |
|                              |   |                |   | TOTAL                      | FEDERAL | STATE | OTHER | LOCAL   | R.O.W.     |                |                     |      |      |  |
|                              |   |                |   | 375.00                     | 295.23  |       |       | 79.21   | CONSTR.    |                |                     |      |      |  |
|                              |   |                |   | FTA #5339 Capital          |         |       |       |         | TOTAL      | 375.00         |                     |      |      |  |
| Grand Forks #4<br><br>No PCN | Grand Forks                                   | NA             | Replace 2 ADA mini-vans   | REMARKS:                   |         |       |       |         |            |                |                     |      |      |  |
|                              | Grand Forks                                   | Operating      |   |                            |         |       |       |         |            |                |                     |      |      |  |
|                              | Fixed Route Paratransit and/or Senior Service | Discretionary  |   |                            |         |       |       |         |            |                |                     |      |      |  |
|                              |   |                |   | TOTAL                      | FEDERAL | STATE | OTHER | LOCAL   | R.O.W.     |                |                     |      |      |  |
|                              |   |                |   | 79.60                      | 63.68   |       |       | 15.92   | CONSTR.    |                |                     |      |      |  |
|                              |   |                |   | FTA #5310                  |         |       |       |         | TOTAL      | 79.60          |                     |      |      |  |
| Grand Forks #5<br><br>No PCN | Grand Forks                                   | NA             | Funding to continue the Mobility Manager position   | REMARKS:                   |         |       |       |         |            |                |                     |      |      |  |
|                              | Grand Forks                                   | Operating      |   |                            |         |       |       |         |            |                |                     |      |      |  |
|                              | Fixed Route Paratransit and/or Senior Service | Discretionary  |   |                            |         |       |       |         |            |                |                     |      |      |  |
|                              |   |                |   | TOTAL                      | FEDERAL | STATE | OTHER | LOCAL   | R.O.W.     |                |                     |      |      |  |
|                              |   |                |   | 90.70                      | 72.56   |       |       | 18.14   | CONSTR.    |                |                     |      |      |  |
|                              |   |                |   | FTA #5310                  |         |       |       |         | TOTAL      | 90.70          |                     |      |      |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021 - 2024**

| URBAN AREA                     | PROJECT LOCATION   | FACILITY           | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING  |       |       |       |            | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |      |      |  |
|--------------------------------|--------------------|--------------------|--|---|-------|-------|-------|------------|------------|----------------|---------------------|------|------|--|
|                                | RESPONSIBLE AGENCY | CLASSIFICATION     |  |   |       |       |       |            |            | 2021           | 2022                | 2023 | 2024 |  |
| PROJECT NUMBER                 | PROJECT TYPE       | FUNDING STATUS     | TOTAL  | FEDERAL   | STATE | OTHER | LOCAL | Operations |            |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       | Capital    |            |                |                     |      |      |  |
| FUNDING SOURCE                 |                    |                    |  |   |       |       |       |            | R.O.W.     |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       |            | CONSTR.    |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       |            | TOTAL      |                |                     |      |      |  |
| Grand Forks #6                 | Grand Forks        | US #2              | The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base<br>Work is on westbound lane                          | REMARKS:<br>Eastern three miles in the MPO Study Area<br><br>Amount in the MPO Planning area is 4,800,000 with federal amount of \$3,850,000. |       |       |       |            |            |                |                     |      |      |  |
|                                | NDDOT              | Principal Arterial |  |   |       |       |       |            | Operations |                |                     |      |      |  |
| PCN                            | Reconstruction     | Discretionary      |  |   |       |       |       | Capital    |            |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       | P.E.       |            |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       |            | R.O.W.     |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       |            | CONSTR.    | 13,599.00      |                     |      |      |  |
| Rural National Highway Program |                    |                    |  |   |       |       |       |            | TOTAL      | 13,599.00      |                     |      |      |  |
| Grand Forks #7                 | Grand Forks        | N. Columbia Rd     | Reconstruct the segment of N. Columbia Road between the northend of the Columbia Road Overpass to just north of the University Ave. intersection | REMARKS:  |       |       |       |            |            |                |                     |      |      |  |
|                                | Grand Forks        | Principle Arterial |  |   |       |       |       |            | Operations |                |                     |      |      |  |
| PCN                            | Reconstruction     | Discretionary      |  |   |       |       |       | Capital    |            |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       | P.E.       |            |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       |            | R.O.W.     |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       |            | CONSTR.    | 6,244.00       |                     |      |      |  |
| Urban Roads Program            |                    |                    |  |   |       |       |       |            | TOTAL      | 6,244.00       |                     |      |      |  |
| Grand Forks #8                 | Grand Forks        | N. 3rd St          | reconstruct N. 3rd St between DeMers and University Avenue wi curb bulb-outs, landscaping, aesthetic lighting and other enhancements             | REMARKS:<br>Governor's Main Street Program award  |       |       |       |            |            |                |                     |      |      |  |
|                                | Grand Forks        | Minor Arterial     |  |   |       |       |       |            | Operations |                |                     |      |      |  |
| PCN                            | Reconstruction     | Discretionary      |  |   |       |       |       | Capital    |            |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       | P.E.       |            |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       |            | R.O.W.     |                |                     |      |      |  |
|                                |                    |                    |  |   |       |       |       |            | CONSTR.    | 3,458.00       |                     |      |      |  |
| Urban Program                  |                    |                    |  |   |       |       |       |            | TOTAL      | 3,458.00       |                     |      |      |  |

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

| URBAN AREA             | PROJECT LOCATION   | FACILITY           | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING |         |       |       |            | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |         |         |       |  |  |
|------------------------|--------------------|--------------------|---|--|---------|-------|-------|------------|------------|----------------|---------------------|---------|---------|-------|--|--|
|                        | RESPONSIBLE AGENCY | CLASSIFICATION     |   |  |         |       |       |            |            | 2021           | 2022                | 2023    | 2024    |       |  |  |
| PROJECT NUMBER         | PROJECT TYPE       | FUNDING STATUS     | REMARKS:  | TOTAL  | FEDERAL | STATE | OTHER | LOCAL      | Operations | Capital        | P.E.                | R.O.W.  | CONSTR. | TOTAL |  |  |
|                        |                    | TOTAL              |   | FEDERAL  | STATE   | OTHER | LOCAL | Operations | Capital    | P.E.           | R.O.W.              | CONSTR. | TOTAL   |       |  |  |
| Grand Forks #9<br>PCN  | Grand Forks        | I29                | Project entails repainting of the bridge structure of I29 north of the Gateway Dr Interchange           |  |         |       |       |            |            |                |                     |         |         |       |  |  |
|                        | NDDOT              | Interstate         |   |  |         |       |       |            |            |                |                     |         |         |       |  |  |
|                        | Rehabilitation     | Discretionary      |   | TOTAL  | FEDERAL | STATE | OTHER | LOCAL      | R.O.W.     | CONSTR.        |                     |         |         |       |  |  |
|                        |                    |                    |   | 432.00   | 389.00  | 43.00 | 0.00  | 0.00       | CONSTR.    | 432.00         |                     |         |         |       |  |  |
|                        |                    |                    |   | Interstate Maintenance                           |         |       |       |            | TOTAL      | 432.00         |                     |         |         |       |  |  |
| Grand Forks #10<br>PCN | Grand Forks        | varies             | Replace school flashing beacons at various locations throughout Grand Forks                             |  |         |       |       |            |            |                |                     |         |         |       |  |  |
|                        | Grand Forks        | varies             |   |  |         |       |       |            |            |                |                     |         |         |       |  |  |
|                        | Safety             | Discretionary      |   | TOTAL  | FEDERAL | STATE | OTHER | LOCAL      | R.O.W.     | CONSTR.        |                     |         |         |       |  |  |
|                        |                    |                    |   | 700.00   | 630.00  |       | 0.00  | 70.00      | CONSTR.    | 700.00         |                     |         |         |       |  |  |
|                        |                    |                    |   | Highway Safety Improvement Program               |         |       |       |            | TOTAL      | 700.00         |                     |         |         |       |  |  |
| Grand Forks #11<br>PCN | Grand Forks        | University Ave     | Construction of multi-use trail along University Avenue between N. 48th St to mobile home park entrance |  |         |       |       |            |            |                |                     |         |         |       |  |  |
|                        | Grand Forks        | Principal Arterial |   |  |         |       |       |            |            |                |                     |         |         |       |  |  |
|                        | New Construction   | Discretionary      |   | TOTAL  | FEDERAL | STATE | OTHER | LOCAL      | R.O.W.     | CONSTR.        |                     |         |         |       |  |  |
|                        |                    |                    |   | 405.00   | 290.00  | 0.00  | 0.00  | 115.00     | CONSTR.    | 405.00         |                     |         |         |       |  |  |
|                        |                    |                    |   | Transportation Alternatives Program              |         |       |       |            | TOTAL      | 405.00         |                     |         |         |       |  |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021 - 2024**

| URBAN AREA             | PROJECT LOCATION   | FACILITY           | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS)   |          |        |       |        | STAGING    | ANNUAL   | FUTURE EXPENDITURES |      |      |      |
|------------------------|--------------------|--------------------|---|--|----------|--------|-------|--------|------------|----------|---------------------|------|------|------|
|                        | RESPONSIBLE AGENCY | CLASSIFICATION     |   | AND SOURCE OF FUNDING  |          |        |       |        |            | ELEMENT  | 2021                | 2022 | 2023 | 2024 |
| PROJECT NUMBER         | PROJECT TYPE       | FUNDING STATUS     |   | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL  | Operations |          |                     |      |      |      |
|                        |                    |                    |   | FUNDING SOURCE   |          |        |       |        | CONSTR.    |          |                     |      |      |      |
| Grand Forks #12<br>PCN | Grand Forks        | 32nd Ave S         | completing safety improvements at various intersection along 32nd Ave S between I29 and S. 20th St. | REMARKS: Project is scheduled for Fall bid; construction will take in 2021                       |          |        |       |        |            |          |                     |      |      |      |
|                        | Grand Forks        | Principal Arterial |   | Operations   |          |        |       |        |            |          |                     |      |      |      |
|                        | Safety             | Discretionary      |   | Capital  |          |        |       |        |            |          |                     |      |      |      |
|                        |                    |                    |   | P.E.   |          |        |       |        |            |          |                     |      |      |      |
|                        |                    |                    |   | TOTAL  |          |        |       | LOCAL  | R.O.W.     |          |                     |      |      |      |
|                        |                    |                    |   | 4,660.00   | 4,194.00 | 233.00 |       | 233.00 | CONSTR.    | 4,660.00 |                     |      |      |      |
|                        |                    |                    |   | Urban Roads Program  |          |        |       |        | TOTAL      | 4,660.00 |                     |      |      |      |
| Grand Forks #13        | Grand Forks        | S. Columbia Rd     | Construction of multi-use trail along S. Columbia Road between 40th Ave S and 47th Ave S            | REMARKS: Project is scheduled to be bid in Fall 2020 yet construction likely to extend into 2021 |          |        |       |        |            |          |                     |      |      |      |
|                        | Grand Forks        | Principal Arterial |   | Operations   |          |        |       |        |            |          |                     |      |      |      |
|                        | New Construction   | Discretionary      |   | Capital  |          |        |       |        |            |          |                     |      |      |      |
|                        |                    |                    |   | P.E.   |          |        |       |        |            |          |                     |      |      |      |
|                        |                    |                    |   | TOTAL  |          |        |       | LOCAL  | R.O.W.     |          |                     |      |      |      |
|                        |                    |                    |   | 435.00   | 290.00   |        |       | 145.00 | CONSTR.    | 435.00   |                     |      |      |      |
|                        |                    |                    |   | Transportation Alternatives Program  |          |        |       |        | TOTAL      | 435.00   |                     |      |      |      |
| Grand Forks #14        | Grand Forks        | Gateway Dr         | Mill and overlay of Gateway Dr (US2) and chip seal between N. 55th St and N. 69th St                | REMARKS:   |          |        |       |        |            |          |                     |      |      |      |
|                        | NDDOT              | Principal Arterial |   | Operations   |          |        |       |        |            |          |                     |      |      |      |
|                        | Prevent Main       | Discretionary      |   | Capital  |          |        |       |        |            |          |                     |      |      |      |
|                        |                    |                    |   | P.E.   |          |        |       |        |            |          |                     |      |      |      |
|                        |                    |                    |   | TOTAL  |          |        |       | LOCAL  | R.O.W.     |          |                     |      |      |      |
|                        |                    |                    |   | 568.00   | 454.00   | 114.00 |       |        | CONSTR.    | 568.00   |                     |      |      |      |
|                        |                    |                    |   |  |          |        |       |        | TOTAL      | 568.00   |                     |      |      |      |



**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021 - 2024**

| URBAN AREA                | PROJECT LOCATION            | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS)  |          |        |        |          | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |      |      |  |
|---------------------------|-----------------------------|----------------|---|---|----------|--------|--------|----------|------------|----------------|---------------------|------|------|--|
|                           | RESPONSIBLE AGENCY          | CLASSIFICATION |   | AND SOURCE OF FUNDING   |          |        |        |          |            | 2021           | 2022                | 2023 | 2024 |  |
| PROJECT NUMBER            | PROJECT TYPE                | FUNDING STATUS |   | TOTAL   | FEDERAL  | STATE  | OTHER  | LOCAL    | Operations |                |                     |      |      |  |
|                           |                             |                |   | FUNDING SOURCE  |          |        |        |          | CONSTR.    |                |                     |      |      |  |
|                           |                             |                |   | TOTAL   |          |        |        |          |            |                |                     |      |      |  |
| Grand Forks #15<br>No PCN | Grand Forks                 | NA             | Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2022 to December 31, 2022 (costs for fixed-route service are estimates). | REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$275,555 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other |          |        |        |          |            |                |                     |      |      |  |
|                           | Grand Forks                 | Operations     |   |   |          |        |        |          | Operations | 3,496.17       |                     |      |      |  |
|                           | Fixed-Route Transit Service | Entitlement    | Excludes FTA Programs 5339 and 5310 costs   | TOTAL   | FEDERAL  | STATE  | OTHER  | LOCAL    | P.E.       | NA             |                     |      |      |  |
|                           |                             |                |   | 3,496.17  | 1,223.24 | 265.58 | 935.16 | 1,072.20 | R.O.W.     | NA             |                     |      |      |  |
|                           |                             |                |   | FTA 5307 (50/50)  |          |        |        |          | TOTAL      | 3,496.17       |                     |      |      |  |
| Grand Forks #16<br>No PCN | Grand Forks                 | NA             | Capital Purchase/Replacement of Safety and/or security hardware and software  | REMARKS:  |          |        |        |          |            |                |                     |      |      |  |
|                           | Grand Forks                 | Capital        |   |   |          |        |        |          | Operations | NA             |                     |      |      |  |
|                           | Fixed-Route Transit Service | Entitlement    | NOTE:<br>Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.   | TOTAL   | FEDERAL  | STATE  | OTHER  | LOCAL    | P.E.       | NA             |                     |      |      |  |
|                           |                             |                |   | 16.00   | 12.80    | 0.00   | 0.00   | 3.20     | R.O.W.     | NA             |                     |      |      |  |
|                           |                             |                |   | FTA 5307 (80/20)  |          |        |        |          | TOTAL      | 16.00          |                     |      |      |  |
|                           |                             |                |   | REMARKS:<br>Net Operating is shown before Fed, State & Local Matching Funds are applied.  |          |        |        |          |            |                |                     |      |      |  |
|                           |                             |                |   |   |          |        |        |          |            |                |                     |      |      |  |
|                           |                             |                |   |   |          |        |        |          |            |                |                     |      |      |  |
|                           |                             |                |   |   |          |        |        |          |            |                |                     |      |      |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021 - 2024**

| URBAN AREA                      | PROJECT LOCATION   | FACILITY           | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING  |           |          |       |          | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |        |         |  |
|---------------------------------|--------------------|--------------------|---|---|-----------|----------|-------|----------|------------|----------------|---------------------|--------|---------|--|
|                                 | RESPONSIBLE AGENCY | CLASSIFICATION     |   |   |           |          |       |          |            | 2021           | 2022                | 2023   | 2024    |  |
| PROJECT NUMBER                  | PROJECT TYPE       | FUNDING STATUS     |   | TOTAL   | FEDERAL   | STATE    | OTHER | LOCAL    | Operations | Capital        | P.E.                | R.O.W. | CONSTR. |  |
|                                 |                    |                    |   | FUNDING SOURCE  |           |          |       |          | TOTAL      |                |                     |        |         |  |
| Grand Forks #17<br>PCN<br>21981 | Grand Forks        | N. Washington      | Reconstruct the underpass of the BNSF railway on N. Washington St (US 81B) just north of the intersection with DeMers Ave (ND297) | REMARKS: STIP shows as two separate projects<br>Aproximately 50% funding through Regional Urban and other 50% funding through Rural Program |           |          |       |          |            |                |                     |        |         |  |
|                                 | NDDOT              | Principle Arterial |   | Operations  |           |          |       |          |            |                |                     |        |         |  |
|                                 | Bridge Reconstruct | Discretionary      |   | Capital   |           |          |       |          |            |                |                     |        |         |  |
|                                 |                    |                    |   |   | P.E.      |          |       |          |            |                |                     |        |         |  |
|                                 |                    |                    |   | TOTAL   | FEDERAL   | STATE    | OTHER | LOCAL    | R.O.W.     |                |                     |        |         |  |
|                                 |                    |                    |   | 17,600.00   | 14,244.00 | 1,596.00 |       | 1,760.00 | CONSTR.    |                | 17,600.00           |        |         |  |
|                                 |                    |                    |   | Urban Regional Secondary Roads Program  |           |          |       |          | TOTAL      |                | 17,600.00           |        |         |  |
| Grand Forks #18<br>No PCN       | Grand Forks        | varies             | The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks                                | REMARKS:  |           |          |       |          |            |                |                     |        |         |  |
|                                 | Grand Forks        | varies             |   | Operations  |           |          |       |          |            |                |                     |        |         |  |
|                                 | ITS Rehab          | Discretionary      |   | Capital   |           |          |       |          |            |                |                     |        |         |  |
|                                 |                    |                    |   |   | P.E.      |          |       |          |            |                |                     |        |         |  |
|                                 |                    |                    |   | TOTAL   | FEDERAL   | STATE    | OTHER | LOCAL    | R.O.W.     |                |                     |        |         |  |
|                                 |                    |                    |   | 3,100.00  | 2,280.00  | 0.00     | 0.00  | 820.00   | CONSTR.    |                | 3,100.00            |        |         |  |
|                                 |                    |                    |   | Urban Roads Program   |           |          |       |          | TOTAL      |                | 3,100.00            |        |         |  |
| Grand Forks #19<br>PCN<br>22515 | Grand Forks        | N. 4th St          | reconstruction of N. 4th St between DeMers Ave and 1st Ave N including streetscaping components                                   | REMARKS: Governor's Main Street Initiative  |           |          |       |          |            |                |                     |        |         |  |
|                                 | Grand Forks        | Minor Arterial     |   | Operations  |           |          |       |          |            |                |                     |        |         |  |
|                                 | Reconstruction     | Discretionary      |   | Capital   |           |          |       |          |            |                |                     |        |         |  |
|                                 |                    |                    |   |   | P.E.      |          |       |          |            |                |                     |        |         |  |
|                                 |                    |                    |   | TOTAL   | FEDERAL   | STATE    | OTHER | LOCAL    | R.O.W.     |                |                     |        |         |  |
|                                 |                    |                    |   | 2,305.00  | 1,631.00  |          |       | 673.80   | CONSTR.    |                | 2,305.00            |        |         |  |
|                                 |                    |                    |   | Urban Grant Program   |           |          |       |          | TOTAL      |                |                     |        |         |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021 - 2024**

| URBAN AREA                             | PROJECT LOCATION   | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING |         |       |       |       | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |        |         |        |  |  |
|--|--------------------|----------------|---|--|---------|-------|-------|-------|------------|----------------|---------------------|--------|---------|--------|--|--|
|  | RESPONSIBLE AGENCY | CLASSIFICATION |   |  |         |       |       |       |            | 2021           | 2022                | 2023   | 2024    |        |  |  |
| PROJECT NUMBER                         | PROJECT TYPE       | FUNDING STATUS |   | TOTAL  | FEDERAL | STATE | OTHER | LOCAL | Operations | Capital        | P.E.                | R.O.W. | CONSTR. | TOTAL  |  |  |
|  |                    |                |   | FUNDING SOURCE                                   |         |       |       |       |            |                |                     |        |         |        |  |  |
| Grand Forks #20<br>PCN<br>22600        | Grand Forks        | US Bus2        | complete a chip seal on US Bus2 (N. 5th St) between DeMe and Gateway Dr | REMARKS:   |         |       |       |       |            |                |                     |        |         |        |  |  |
|  | NDDOT              | Minor Arterial |   |  |         |       |       |       |            |                |                     |        |         |        |  |  |
|  | Rehabilitation     | Discretionary  |   |  |         |       |       |       |            |                |                     |        |         |        |  |  |
|  |                    |                |   | 100.00   | 81.00   | 9.00  | 0.00  | 10.00 | CONSTR.    |                |                     |        | 100.00  |        |  |  |
| Urban Regional Secondary Roads Program |                    |                |   |  |         |       |       |       |            | TOTAL          |                     |        |         | 100.00 |  |  |
| Grand Forks #21<br>No PCN              |                    |                | Intentionally left blank  | REMARKS:   |         |       |       |       |            |                |                     |        |         |        |  |  |
|  |                    |                |   |  |         |       |       |       |            |                |                     |        |         |        |  |  |
|  |                    |                |   |  |         |       |       |       |            |                |                     |        |         |        |  |  |
|  |                    |                |   |  |         |       |       |       | TOTAL      |                |                     |        |         |        |  |  |
| Grand Forks #22<br>PCN                 |                    |                | Intentionally left blank  | REMARKS:   |         |       |       |       |            |                |                     |        |         |        |  |  |
|  |                    |                |   |  |         |       |       |       |            |                |                     |        |         |        |  |  |
|  |                    |                |   |  |         |       |       |       |            |                |                     |        |         |        |  |  |
|  |                    |                |   |  |         |       |       |       | TOTAL      |                |                     |        |         |        |  |  |

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

| URBAN AREA                | PROJECT LOCATION            | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS)  |          |          |        |        | STAGING    | ANNUAL ELEMENT   | FUTURE EXPENDITURES |          |      |  |          |  |
|---------------------------|-----------------------------|----------------|---|---|----------|----------|--------|--------|------------|------------------|---------------------|----------|------|--|----------|--|
|                           | RESPONSIBLE AGENCY          | CLASSIFICATION |   | AND SOURCE OF FUNDING   |          |          |        |        |            | 2021             | 2022                | 2023     | 2024 |  |          |  |
| PROJECT NUMBER            | PROJECT TYPE                | FUNDING STATUS |   | TOTAL   | FEDERAL  | STATE    | OTHER  | LOCAL  | Operations |                  |                     |          |      |  |          |  |
|                           |                             |                |   | FUNDING SOURCE  |          |          |        |        | CONSTR.    |                  |                     |          |      |  |          |  |
|                           |                             |                |   |   |          |          |        |        |            | TOTAL            |                     |          |      |  |          |  |
| Grand Forks #23<br>No PCN | Grand Forks                 | NA             | Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (costs for fixed-route service are estimates). | REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$275,555 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other |          |          |        |        |            |                  |                     |          |      |  |          |  |
|                           | Grand Forks                 | Operations     |   |   |          |          |        |        |            |                  |                     | 3,583.58 |      |  |          |  |
|                           | Fixed-Route Transit Service | Entitlement    | Excludes FTA Programs 5309 and 5310 costs   | TOTAL   | FEDERAL  | STATE    | OTHER  | LOCAL  | R.O.W.     |                  |                     | NA       |      |  |          |  |
|                           |                             |                |   |   | 3,583.58 | 1,253.82 | 272.22 | 958.54 | 1,099.01   | CONSTR.          |                     |          | NA   |  |          |  |
|                           |                             |                |   |   |          |          |        |        |            | FTA 5307 (50/50) |                     | TOTAL    |      |  | 3,583.58 |  |
| Grand Forks #24<br>No PCN | Grand Forks                 | NA             | Capital Purchase/Replacement of Safety and/or security hardware and software  | REMARKS:  |          |          |        |        |            |                  |                     |          |      |  |          |  |
|                           | Grand Forks                 | Capital        |   |   |          |          |        |        |            |                  |                     | NA       |      |  |          |  |
|                           | Fixed-Route Transit Service | Entitlement    | Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.  | TOTAL   | FEDERAL  | STATE    | OTHER  | LOCAL  | R.O.W.     |                  |                     | NA       |      |  |          |  |
|                           |                             |                |   |   | 16.40    | 13.12    | 0.00   | 0.00   | 3.28       | CONSTR.          |                     |          | NA   |  |          |  |
|                           |                             |                |   |   |          |          |        |        |            | FTA 5307 (80/20) |                     | TOTAL    |      |  | 16.40    |  |
|                           |                             |                |   | REMARKS: Net Operating is shown before Fed, State & Local Matching Funds are applied.   |          |          |        |        |            |                  |                     |          |      |  |          |  |
|                           |                             |                |   |   |          |          |        |        |            |                  |                     |          |      |  |          |  |
|                           |                             |                |   |   |          |          |        |        |            |                  |                     |          |      |  |          |  |
|                           |                             |                |   |   |          |          |        |        |            |                  |                     |          |      |  |          |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FISCAL YEARS 2021 - 2024**

| URBAN AREA                   | PROJECT LOCATION   | FACILITY           | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING   |          |        |       |       | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |          |      |  |
|------------------------------|--------------------|--------------------|---|--|----------|--------|-------|-------|------------|----------------|---------------------|----------|------|--|
|                              | RESPONSIBLE AGENCY | CLASSIFICATION     |   |  |          |        |       |       |            | 2021           | 2022                | 2023     | 2024 |  |
| PROJECT NUMBER               | PROJECT TYPE       | FUNDING STATUS     |   | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL | Operations |                |                     |          |      |  |
|                              |                    |                    |   | FUNDING SOURCE   |          |        |       |       | CONSTR.    |                |                     |          |      |  |
| Grand Forks #25<br>PCN 22167 | Grand Forks        | I29                | CPR, grinding of I29 near the 32nd Ave S Interchange and southward to Thompson Interchange. Both directions | REMARKS:<br>STIP has listed as two separate projects<br>3 miles is within MPO Study area |          |        |       |       |            |                |                     |          |      |  |
|                              | NDDOT              | Interstate         |   |  |          |        |       |       |            |                |                     |          |      |  |
|                              | Rehabilitation     | Discretionary      |   |  |          |        |       |       |            |                |                     |          |      |  |
|                              |                    |                    |   |  |          |        |       |       |            |                |                     |          |      |  |
|                              |                    |                    |   | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL | R.O.W.     |                |                     |          |      |  |
|                              |                    |                    |   | 1,982.00   | 1,784.00 | 198.00 | 0.00  | 0.00  | CONSTR.    |                |                     | 1,982.00 |      |  |
|                              |                    |                    |   | Interstate Maintenance Program   |          |        |       |       | TOTAL      |                |                     | 1,982.00 |      |  |
| Grand Forks #26<br>PCN       | Grand Forks        | DeMers Overpass    | Structural rehabilitation of the DeMers (ND297) Overpass of BNSF and 4th Ave S                              | REMARKS:<br>Listed in the STIP as 4th Ave S (BNRR Overpass) 297-2.696                    |          |        |       |       |            |                |                     |          |      |  |
|                              | NDDOT              | Principal Arterial |   |  |          |        |       |       |            |                |                     |          |      |  |
|                              | Rehabilitation     | Discretionary      |   |  |          |        |       |       |            |                |                     |          |      |  |
|                              |                    |                    |   |  |          |        |       |       |            |                |                     |          |      |  |
|                              |                    |                    |   | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL | R.O.W.     |                |                     |          |      |  |
|                              |                    |                    |   | 834.00   | 675.35   | 75.69  |       | 83.45 | CONSTR.    |                |                     | 834.00   |      |  |
|                              |                    |                    |   | Bridge Program   |          |        |       |       | TOTAL      |                |                     | 834.00   |      |  |
| Grand Forks #27<br>PCN ??    | Grand Forks        | I29                | High Tension Median Cable Guardrail Fargo District to Grand Forks   | REMARKS:<br>portion inside the MPO Planning Area   |          |        |       |       |            |                |                     |          |      |  |
|                              | NDDOT              | Interstate         |   |  |          |        |       |       |            |                |                     |          |      |  |
|                              | Safety             | Discretionary      |   |  |          |        |       |       |            |                |                     |          |      |  |
|                              |                    |                    |   |  |          |        |       |       |            |                |                     |          |      |  |
|                              |                    |                    |   | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL | R.O.W.     |                |                     |          |      |  |
|                              |                    |                    |   | 4,100.00   | 3,690.00 | 410.00 |       |       | CONSTR.    |                |                     | 4,100.00 |      |  |
|                              |                    |                    |   | Highway Safety Improvement Program   |          |        |       |       | TOTAL      |                |                     | 4,100.00 |      |  |

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021 - 2024

| URBAN AREA                | PROJECT LOCATION            | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS)  |          |          |        |        | STAGING          | ANNUAL ELEMENT | FUTURE EXPENDITURES |      |      |          |          |
|---------------------------|-----------------------------|----------------|---|---|----------|----------|--------|--------|------------------|----------------|---------------------|------|------|----------|----------|
|                           | RESPONSIBLE AGENCY          | CLASSIFICATION |   | AND SOURCE OF FUNDING   |          |          |        |        |                  | 2021           | 2022                | 2023 | 2024 |          |          |
| PROJECT NUMBER            | PROJECT TYPE                | FUNDING STATUS |   | TOTAL   | FEDERAL  | STATE    | OTHER  | LOCAL  | Operations       |                |                     |      |      |          |          |
|                           |                             |                |   | FUNDING SOURCE  |          |          |        |        | CONSTR.          |                |                     |      |      |          |          |
|                           |                             |                |   |   |          |          |        |        | TOTAL            |                |                     |      |      |          |          |
| Grand Forks #28<br>No PCN | Grand Forks                 | NA             | Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (costs for fixed-route service are estimates). | REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$292,381<br>East Grand Forks contract payment is shown as other<br>UND contributes for Shuttle service shown as other |          |          |        |        |                  |                |                     |      |      |          |          |
|                           | Grand Forks                 | Operations     |   |   |          |          |        |        |                  |                |                     |      |      | 3,673.17 |          |
|                           | Fixed-Route Transit Service | Entitlement    | Excludes FTA Programs 5309 and 5310 costs   | TOTAL   | FEDERAL  | STATE    | OTHER  | LOCAL  | R.O.W.           |                |                     |      |      | NA       |          |
|                           |                             |                |   |   | 3,673.17 | 1,285.16 | 279.02 | 982.50 | 1,126.48         | CONSTR.        |                     |      |      | NA       |          |
|                           |                             |                |   |   |          |          |        |        | FTA 5307 (50/50) |                | TOTAL               |      |      |          | 3,673.17 |
| Grand Forks #29<br>No PCN | Grand Forks                 | NA             | Capital Purchase/Replacement of Safety and/or security hardware and software  | REMARKS:  |          |          |        |        |                  |                |                     |      |      |          |          |
|                           | Grand Forks                 | Capital        |   |   |          |          |        |        |                  |                |                     |      |      | NA       |          |
|                           | Fixed-Route Transit Service | Entitlement    | <b>NOTE:</b><br>Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.  | TOTAL   | FEDERAL  | STATE    | OTHER  | LOCAL  | R.O.W.           |                |                     |      | NA   |          |          |
|                           |                             |                |   |   | 16.81    | 13.45    | 0.00   | 0.00   | 3.36             | CONSTR.        |                     |      |      | NA       |          |
|                           |                             |                |   |   |          |          |        |        | FTA 5307 (80/20) |                | TOTAL               |      |      |          | 16.81    |
|                           |                             |                |   | REMARKS: A future #5310 project application is not shown at this time   |          |          |        |        |                  |                |                     |      |      |          |          |
|                           |                             |                |   | <b>Net Operating is shown before Fed, State &amp; Local Matching Funds are applied.</b>   |          |          |        |        |                  |                |                     |      |      |          |          |
|                           |                             |                |   |   |          |          |        |        |                  |                |                     |      |      |          |          |
|                           |                             |                |   |   |          |          |        |        |                  |                |                     |      |      |          |          |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FISCAL YEARS 2021 - 2024**

| URBAN AREA                      | PROJECT LOCATION | FACILITY           | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING   |       |         |       |       | STAGING    | ANNUAL ELEMENT      |      |      |          |
|---------------------------------|------------------|--------------------|--|--|-------|---------|-------|-------|------------|---------------------|------|------|----------|
|                                 |                  |                    |  |  |       |         |       |       |            | FUTURE EXPENDITURES |      |      |          |
|                                 | PROJECT NUMBER   | RESPONSIBLE AGENCY |  | CLASSIFICATION   | TOTAL | FEDERAL | STATE | OTHER | LOCAL      | 2021                | 2022 | 2023 | 2024     |
|                                 |                  | PROJECT TYPE       |  | FUNDING STATUS   |       |         |       |       |            |                     |      |      |          |
| Grand Forks #30<br>PCN          | Grand Forks      | varies             | The NDDOT will rehab traffic signals on the Urban Regional Roads system throughout Grand forks | REMARKS:<br><br>This project is pending funding in 2024 and if not will be funded in 2025. |       |         |       |       | Operations |                     |      |      |          |
|                                 | NDDOT            | varies             |  |  |       |         |       |       | Capital    |                     |      |      |          |
|                                 | ITS Rehab        | Discretionary      |  |  |       |         |       |       | P.E.       |                     |      |      |          |
|                                 |                  |                    |  | TOTAL  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | FEDERAL  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | STATE  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | OTHER  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | LOCAL  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | FUNDING SOURCE   |       |         |       |       | R.O.W.     |                     |      |      |          |
|                                 |                  |                    |  | Urban Regional Secondary Roads Program   |       |         |       |       | CONSTR.    |                     |      |      | 6,200.00 |
|                                 |                  |                    |  |  |       |         |       |       | TOTAL      |                     |      |      | 6,200.00 |
| Grand Forks #31<br>PCN<br>22167 | Grand Forks      | Columbia Road      | Structure rehabilitation of the Columbia Road Overpass between 9th Ave S and 2nd Ave N.        | REMARKS:   |       |         |       |       | Operations |                     |      |      |          |
|                                 | Grand Forks      | Principal Arterial |  |  |       |         |       |       | Capital    |                     |      |      |          |
|                                 | Reconstruction   | Discretionary      |  |  |       |         |       |       | P.E.       |                     |      |      |          |
|                                 |                  |                    |  | TOTAL  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | FEDERAL  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | STATE  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | OTHER  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | LOCAL  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | Urban Roads Local Program  |       |         |       |       | R.O.W.     |                     |      |      |          |
|                                 |                  |                    |  |  |       |         |       |       | CONSTR.    |                     |      |      | 8,930.00 |
|                                 |                  |                    |  |  |       |         |       |       | TOTAL      |                     |      |      | 8,930.00 |
| Grand Forks #32<br>PCN<br>??    | Grand Forks      | US 2               | replacement of pipe on US 2 at N. 69th St intersection - southside+A1 (353.715 mile mark)      | REMARKS:<br><br>This project is pending funding in 2024 and if not will be funded in 2025. |       |         |       |       | Operations |                     |      |      |          |
|                                 | NDDOT            | Principal Arterial |  |  |       |         |       |       | Capital    |                     |      |      |          |
|                                 | Rehabilitation   | Discretionary      |  |  |       |         |       |       | P.E.       |                     |      |      |          |
|                                 |                  |                    |  | TOTAL  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | FEDERAL  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | STATE  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | OTHER  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | LOCAL  |       |         |       |       |            |                     |      |      |          |
|                                 |                  |                    |  | Urban Regional Secondary Roads Program   |       |         |       |       | R.O.W.     |                     |      |      |          |
|                                 |                  |                    |  |  |       |         |       |       | CONSTR.    |                     |      |      | 245.00   |
|                                 |                  |                    |  |  |       |         |       |       | TOTAL      |                     |      |      | 245.00   |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

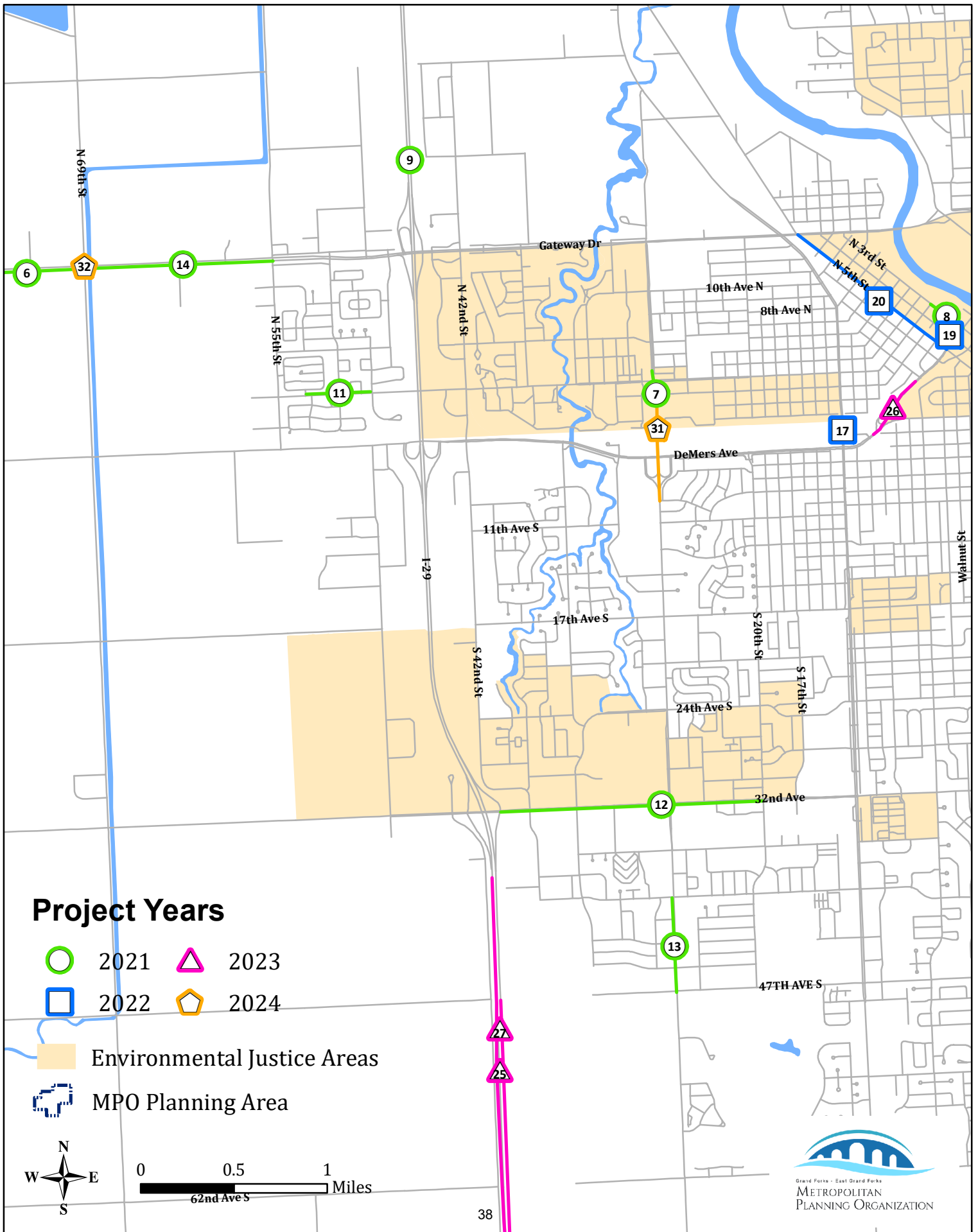
**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021 - 2024**

| URBAN AREA     | PROJECT LOCATION   | FACILITY       | PROJECT DESCRIPTION | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING |           |           |          |          | STAGING   | ANNUAL ELEMENT      |           |           |           |           |
|----------------|--------------------|----------------|---------------------|--|-----------|-----------|----------|----------|-----------|---------------------|-----------|-----------|-----------|-----------|
|                |                    |                |                     |  |           |           |          |          |           | FUTURE EXPENDITURES |           |           |           | 2021      |
| PROJECT NUMBER | RESPONSIBLE AGENCY | CLASSIFICATION | PROJECT TYPE        | FUNDING STATUS                                   | TOTAL     | FEDERAL   | STATE    | OTHER    | LOCAL     | Operations          | Capital   | P.E.      | R.O.W.    |           |
|                |                    |                |                     |  |           |           |          |          |           | CONSTR.             | TOTAL     |           |           |           |
|                |                    |                | Grand Forks Totals  |  |           |           |          |          |           |                     |           |           |           |           |
|                |                    |                |                     |  |           |           |          |          |           | Operations          | 3,410.90  | 3,496.17  | 3,583.58  | 3,673.17  |
|                |                    |                |                     |  |           |           |          |          |           | Capital             | 560.30    | 16.00     | 16.40     | 16.81     |
|                |                    |                |                     |  |           |           |          |          |           | P.E.                | 0.00      | 0.00      | 0.00      | 0.00      |
|                |                    |                |                     |  | TOTAL     | FEDERAL   | STATE    | OTHER    | LOCAL     | R.O.W.              | 0.00      | 0.00      | 0.00      | 0.00      |
|                |                    |                |                     |  | 90,102.33 | 65,348.08 | 7,195.33 | 3,788.55 | 13,771.10 | CONSTR.             | 29,933.00 | 23,105.00 | 6,916.00  | 15,375.00 |
|                |                    |                |                     |  |           |           |          |          |           | TOTAL               | 33,904.20 | 26,617.17 | 10,515.98 | 19,064.98 |



# 2021-2024 ND Transportation Improvement Program



# **EAST GRAND FORKS PROJECT LISTINGS**

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FISCAL YEARS 2021-2024**

| URBAN AREA          | PROJECT LOCATION                         | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING  |            |        |       |        | STAGING             | ANNUAL ELEMENT | FUTURE EXPENDITURES |      |      |       |        |  |  |  |
|---------------------|--|----------------|---|---|------------|--------|-------|--------|---------------------|----------------|---------------------|------|------|-------|--------|--|--|--|
|                     | RESPONSIBLE AGENCY                       | CLASSIFICATION |   |   |            |        |       |        |                     | 2021           | 2022                | 2023 | 2024 |       |        |  |  |  |
| PROJECT NUMBER      | PROJECT TYPE                             | FUNDING STATUS |   | TOTAL   | FEDERAL    | STATE  | OTHER | LOCAL  | Operations          |                |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        |                     | Capital        |                     |      |      |       |        |  |  |  |
| FUNDING SOURCE      |  |                |   |   |            |        |       |        | P.E.                |                |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | R.O.W.              |                |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | CONSTR.             |                |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | TOTAL               |                |                     |      |      |       |        |  |  |  |
| East Grand Forks #1 | East Grand Forks                         | NA             | Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2021 to December 31, 2021 (Costs for fixed-route service are estimates).<br><br>TRF-0018-21B                    | REMARKS: Contract fixed route services with City of Grand Forks<br>Estimated payment to GF is \$515,000<br><b>The Federal and Local revenues may be replaced by CARES</b><br>Estimated fare is \$10,000<br><b>Other is MN Transit Formula Funds</b> |            |        |       |        |                     |                |                     |      |      |       |        |  |  |  |
|                     | East Grand Forks                         | Operations     |   |   | Operations | 591.20 |       |        |                     |                |                     |      |      |       |        |  |  |  |
|                     | Fixed-Route Transit Service              | Entitlement    |   |   | Capital    | 120.00 | 0.00  | 349.80 | 121.40              |                | 0.00                |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | P.E.                | NA             |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | R.O.W.              | NA             |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | CONSTR.             | NA             |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | TOTAL               | 591.20         |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | FTA 5307            |                |                     |      |      | TOTAL | 591.20 |  |  |  |
| East Grand Forks #2 | East Grand Forks                         | NA             | Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2021 to December 31, 2021. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).<br><br>TRF-0018-21A | REMARKS: Contract demand response service<br>Estimated fare is \$18,000<br><b>The Local revenues may be replaced by CARES</b><br><b>Other is MN Transit Formula Funds</b>   |            |        |       |        |                     |                |                     |      |      |       |        |  |  |  |
|                     | East Grand Forks                         | Operations     |   |   | Operations | 112.50 |       |        |                     |                |                     |      |      |       |        |  |  |  |
|                     | Paratransit Service for Disabled Persons | Entitlement    |   |   | Capital    | 0.00   |       |        |                     |                | 0.00                |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | P.E.                | NA             |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | R.O.W.              | NA             |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | CONSTR.             | NA             |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | TOTAL               | 112.50         |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | State Transit Funds |                |                     |      |      | TOTAL | 112.50 |  |  |  |
| East Grand Forks #3 |  |                | Intentionally Left Blank  | REMARKS:  |            |        |       |        |                     |                |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   | Operations | 0.00   |       |        |                     |                |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   | Capital    | 0.00   |       |        |                     |                | 0.00                |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | P.E.                | NA             |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | R.O.W.              | NA             |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | CONSTR.             | NA             |                     |      |      |       |        |  |  |  |
|                     |  |                |   |   |            |        |       |        | TOTAL               | 0.00           |                     |      |      |       |        |  |  |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021-2024**

| URBAN AREA          | PROJECT LOCATION    | FACILITY           | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING |         |        |       |       | STAGING    | ANNUAL     | FUTURE       |      |      |  |
|---------------------|---------------------|--------------------|--|--|---------|--------|-------|-------|------------|------------|--------------|------|------|--|
|                     | RESPONSIBLE AGENCY  | CLASSIFICATION     |  |  |         |        |       |       |            | ELEMENT    | EXPENDITURES |      |      |  |
| PROJECT NUMBER      | PROJECT TYPE        | FUNDING STATUS     | PROJECT #  | TOTAL  | FEDERAL | STATE  | OTHER | LOCAL | Operations | 2021       | 2022         | 2023 | 2024 |  |
|                     |                     | CONSTR.            |  | FUNDING SOURCE                                   |         |        |       | TOTAL |            |            |              |      |      |  |
| East Grand Forks #4 | East Grand Forks    | 19th Ave SE        | construct a safe routes to school sidewalk 20th Ave SE starting at 10th St SE and 13th St SE and along 13th St SE to connect to school<br><br>Project # 119-591-006  | REMARKS:   |         |        |       |       |            |            |              |      |      |  |
|                     | East Grand Forks    | Local              |  |  |         |        |       |       |            | Operations | 0.00         |      |      |  |
|                     | Construction        | Discretionary      |  |  |         |        |       |       |            | Capital    | 0.00         |      |      |  |
|                     |                     |                    |  |  |         |        |       |       | P.E.       | NA         |              |      |      |  |
|                     |                     |                    |  | TOTAL  | FEDERAL | STATE  | OTHER | LOCAL | R.O.W.     | NA         |              |      |      |  |
|                     |                     |                    |  | 171.25   | 137.00  | 0.00   | 0.00  | 34.25 | CONSTR.    | 171.25     |              |      |      |  |
|                     |                     |                    |  | NWATP TA funds                                   |         |        |       | TOTAL | 171.25     |            |              |      |      |  |
| East Grand Forks #5 | East Grand Forks    | NA                 | Safe Routes to School educational and encouragement funding for a three year period<br><br>Project # 119-591-007   | REMARKS:   |         |        |       |       |            |            |              |      |      |  |
|                     | East Grand Forks    | NA                 |  |  |         |        |       |       |            | Operations | 0.00         |      |      |  |
|                     | Education/Encourage | Discretionary      |  |  |         |        |       |       |            | Capital    | 0.00         |      |      |  |
|                     |                     |                    |  |  |         |        |       |       | P.E.       | NA         |              |      |      |  |
|                     |                     |                    |  | TOTAL  | FEDERAL | STATE  | OTHER | LOCAL | R.O.W.     | NA         |              |      |      |  |
|                     |                     |                    |  | 37.50  | 30.00   |        | 0.00  | 7.50  | CONSTR.    | 37.50      |              |      |      |  |
|                     |                     |                    |  | NWATP TA funds                                   |         |        |       | TOTAL | 37.50      |            |              |      |      |  |
| East Grand Forks #6 | East Grand Forks    | DeMers Ave         | Sidewalk replacement, pedestrian accessibility improvements and resurfacing on Hwy 2B/Demers Ave in East Grand Forks between the Sorlie Bridge and Fourth St NW, and on Fourth St NW between Hwy 2B/Demers Ave and Third Ave NW<br><br>Project # 6001-72 | REMARKS:   |         |        |       |       |            |            |              |      |      |  |
|                     | MnDOT               | Principal Arterial |  |  |         |        |       |       |            | Operations | 0.00         |      |      |  |
|                     | Local Partnership   | Discretionary      |  |  |         |        |       |       |            | Capital    | 0.00         |      |      |  |
|                     |                     |                    |  |  |         |        |       |       | P.E.       | NA         |              |      |      |  |
|                     |                     |                    |  | TOTAL  | FEDERAL | STATE  | OTHER | LOCAL | R.O.W.     | NA         |              |      |      |  |
|                     |                     |                    |  | 291.00   | 0.00    | 238.00 | 0.00  | 53.00 | CONSTR.    | 291.00     |              |      |      |  |
|                     |                     |                    |  | NWATP TA funds                                   |         |        |       | TOTAL | 291.00     |            |              |      |      |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021-2024**

| URBAN AREA          | PROJECT LOCATION                         | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING  |        |       |        |            | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |            |         |      |        |
|---------------------|--|----------------|---|---|--------|-------|--------|------------|------------|----------------|---------------------|------------|---------|------|--------|
|                     | RESPONSIBLE AGENCY                       | CLASSIFICATION |   |   |        |       |        |            |            | 2021           | 2022                | 2023       | 2024    |      |        |
| PROJECT NUMBER      | PROJECT TYPE                             | FUNDING STATUS | TOTAL   | FEDERAL   | STATE  | OTHER | LOCAL  | Operations | Capital    | P.E.           | R.O.W.              | CONSTR.    | TOTAL   |      |        |
|                     |  | TOTAL          |   |   |        |       |        | FEDERAL    | STATE      | OTHER          | LOCAL               | Operations | Capital | P.E. | R.O.W. |
| East Grand Forks #7 | East Grand Forks                         | NA             | Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2022 to December 31, 2022 (Costs for fixed-route service are estimates).<br><br>TRF-0018-22B                    | REMARKS: Contract fixed route services with City of Grand Forks<br>Estimated payment to GF is \$530,000<br><b>The Federal and Local revenues may be replaced by CARES</b><br>Estimated fare is \$10,000<br><b>Other is MN Transit Formula Funds</b> |        |       |        |            |            |                |                     |            |         |      |        |
|                     | East Grand Forks                         | Operations     |   |   |        |       |        |            | Operations | 606.20         |                     |            |         |      |        |
|                     | Fixed-Route Transit Service              | Entitlement    |   |   |        |       |        |            | Capital    | 0.00           |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        | P.E.       | NA         |                |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        | R.O.W.     | NA         |                |                     |            |         |      |        |
|                     |  |                |   | 606.20  | 135.00 | 0.00  | 349.80 | 121.40     | CONSTR.    | NA             |                     |            |         |      |        |
|                     |  |                |   | FTA 5307  |        |       |        |            | TOTAL      | 606.20         |                     |            |         |      |        |
| East Grand Forks #8 | East Grand Forks                         | NA             | Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2022 to December 31, 2022. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).<br><br>TRF-0018-22A | REMARKS: Contract demand response service<br>Estimated fare is \$18,000<br><b>The Local revenues may be replaced by CARES</b><br><b>Other is MN Transit Formula Funds</b>   |        |       |        |            |            |                |                     |            |         |      |        |
|                     | East Grand Forks                         | Operations     |   |   |        |       |        |            | Operations | 112.50         |                     |            |         |      |        |
|                     | Paratransit Service for Disabled Persons | Entitlement    |   |   |        |       |        |            | Capital    | 0.00           |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        | P.E.       | NA         |                |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        | R.O.W.     | NA         |                |                     |            |         |      |        |
|                     |  |                |   | 112.50  | 0.00   | 0.00  | 95.63  | 16.87      | CONSTR.    | NA             |                     |            |         |      |        |
|                     |  |                |   | State Transit Funds   |        |       |        |            | TOTAL      | 106.00         |                     |            |         |      |        |
| East Grand Forks #9 |  |                |   | REMARKS:  |        |       |        |            |            |                |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        |            | Operations | 0.00           |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        |            | Capital    | 0.00           |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        | P.E.       | NA         |                |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        | R.O.W.     | NA         |                |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        | CONSTR.    | NA         |                |                     |            |         |      |        |
|                     |  |                |   |   |        |       |        | TOTAL      | 0.00       |                |                     |            |         |      |        |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2019-2022**

| URBAN AREA           | PROJECT LOCATION   | FACILITY           | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING   |          |          |        |       | STAGING               | ANNUAL  | FUTURE EXPENDITURES |        |         |           |  |  |  |  |  |  |
|----------------------|--------------------|--------------------|---|--|----------|----------|--------|-------|-----------------------|---------|---------------------|--------|---------|-----------|--|--|--|--|--|--|
|                      | RESPONSIBLE AGENCY | CLASSIFICATION     |   |  |          |          |        |       |                       | ELEMENT | 2021                | 2022   | 2023    | 2024      |  |  |  |  |  |  |
| PROJECT NUMBER       | PROJECT TYPE       | FUNDING STATUS     |   | TOTAL  | FEDERAL  | STATE    | OTHER  | LOCAL | Operations            | Capital | P.E.                | R.O.W. | CONSTR. | TOTAL     |  |  |  |  |  |  |
|                      |                    |                    |   | FUNDING SOURCE   |          |          |        |       |                       |         |                     |        |         |           |  |  |  |  |  |  |
| East Grand Forks #10 | East Grand Forks   | US 2               | WBL - FROM 5TH AVE NW (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING  | REMARKS:<br>Likely can include alternative concepts currently being considered in US 2 Study |          |          |        |       |                       |         |                     |        |         |           |  |  |  |  |  |  |
|                      | MnDOT              | Principal Arterial |   |  |          |          |        |       |                       |         |                     |        |         |           |  |  |  |  |  |  |
|                      | Rehabilitation     | Discretionary      |   |  |          |          |        |       | Project # 6001-61     |         |                     |        |         |           |  |  |  |  |  |  |
|                      |                    |                    |   | TOTAL  | FEDERAL  | STATE    | OTHER  | LOCAL | R.O.W.                | CONSTR. | TOTAL               |        |         |           |  |  |  |  |  |  |
|                      |                    |                    |   | 10,200.00  | 8,160.00 | 2,040.00 | 0.00   | 0.00  |                       |         |                     |        |         | 10,200.00 |  |  |  |  |  |  |
|                      |                    |                    |   | District Managed Program   |          |          |        |       | TOTAL                 |         | 10,200.00           |        |         |           |  |  |  |  |  |  |
| East Grand Forks #11 | East Grand Forks   | Bygland Rd         | reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout  | REMARKS:<br>Other costs are non-construction costs<br>Other Revenue is MN State Aid          |          |          |        |       |                       |         |                     |        |         |           |  |  |  |  |  |  |
|                      | East Grand Forks   | Minor Arterial     |   |  |          |          |        |       |                       |         |                     |        |         |           |  |  |  |  |  |  |
|                      | Reconstruction     | Discretionary      |   |  |          |          |        |       | Project # 119-119-013 |         |                     |        |         |           |  |  |  |  |  |  |
|                      |                    |                    |   | TOTAL  | FEDERAL  | STATE    | OTHER  | LOCAL | R.O.W.                | CONSTR. | TOTAL               |        |         |           |  |  |  |  |  |  |
|                      |                    |                    | 1,670.00  | 860.00   |          | 650.00   | 160.00 |       |                       |         |                     |        |         | 1,296.00  |  |  |  |  |  |  |
|                      |                    |                    |   | NWATP City Sub-target  |          |          |        |       | TOTAL                 |         | 1,670.00            |        |         |           |  |  |  |  |  |  |
| East Grand Forks #11 | East Grand Forks   | Mn220 N            | Project entails refurbishing traffic signals at intersection with 14th St NW, make ped improvements at intersection of US 2 and at 17th St NW; includes signal enhancements. at interswecion with US2 | REMARKS:   |          |          |        |       |                       |         |                     |        |         |           |  |  |  |  |  |  |
|                      | MnDOT              | Minor Arterial     |   |  |          |          |        |       |                       |         |                     |        |         |           |  |  |  |  |  |  |
|                      | Rehabilitation     | Discretionary      |   |  |          |          |        |       | Project #6017-44      |         |                     |        |         |           |  |  |  |  |  |  |
|                      |                    |                    |   | TOTAL  | FEDERAL  | STATE    | OTHER  | LOCAL | R.O.W.                | CONSTR. | TOTAL               |        |         |           |  |  |  |  |  |  |
|                      |                    |                    | 410.00  | 0.00   | 290.00   | 0.00     | 120.00 |       |                       |         |                     |        |         | 410.00    |  |  |  |  |  |  |
|                      |                    |                    |   | District Managed Program   |          |          |        |       | TOTAL                 |         | 410.00              |        |         |           |  |  |  |  |  |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021-2024**

| URBAN AREA           | PROJECT LOCATION                         | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING  |         |       |        |        | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |        |         |       |        |  |
|----------------------|--|----------------|---|---|---------|-------|--------|--------|------------|----------------|---------------------|--------|---------|-------|--------|--|
|                      | RESPONSIBLE AGENCY                       | CLASSIFICATION |   |   |         |       |        |        |            | 2021           | 2022                | 2023   | 2024    |       |        |  |
| PROJECT NUMBER       | PROJECT TYPE                             | FUNDING STATUS | PROJECT DESCRIPTION   | TOTAL   | FEDERAL | STATE | OTHER  | LOCAL  | Operations | Capital        | P.E.                | R.O.W. | CONSTR. | TOTAL |        |  |
|                      | FUNDING SOURCE                           |                |   |   |         | TOTAL |        |        |            |                |                     |        |         |       |        |  |
| East Grand Forks #13 | East Grand Forks                         | NA             | Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (Costs for fixed-route service are estimates).<br><br>TRF-0018-23B                    | REMARKS: Contract fixed route services with City of Grand Forks<br>Estimated payment to GF is \$545,000<br><br>Estimated fare is \$10,000<br><b>Other is MN Transit Formula Funds</b> |         |       |        |        |            |                |                     |        |         |       |        |  |
|                      | East Grand Forks                         | Operations     |   |   |         |       |        |        |            |                |                     |        |         |       | 620.33 |  |
|                      | Fixed-Route Transit Service              | Entitlement    |   |   |         |       |        |        |            |                |                     |        |         |       | 0.00   |  |
|                      |  |                |   |   |         |       |        |        |            |                |                     |        |         |       | NA     |  |
|                      |  |                |   | TOTAL   | FEDERAL | STATE | OTHER  | LOCAL  | R.O.W.     | CONSTR.        |                     |        |         | NA    |        |  |
|                      |  |                |   | 620.33  | 135.00  | 0.00  | 360.29 | 125.04 |            |                |                     |        |         | NA    |        |  |
|                      |  |                |   | FTA 5307  |         |       |        |        | TOTAL      |                |                     |        |         |       | 620.33 |  |
| East Grand Forks #14 | East Grand Forks                         | NA             | Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2023 to December 31, 2023. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).<br><br>TRF-0018-23A | REMARKS: Contract demand response service<br>Estimated fare is \$18,000<br><br><b>Other is MN Transit Formula Funds</b>   |         |       |        |        |            |                |                     |        |         |       |        |  |
|                      | East Grand Forks                         | Operations     |   |   |         |       |        |        |            |                |                     |        |         |       | 115.88 |  |
|                      | Paratransit Service for Disabled Persons | Entitlement    |   |   |         |       |        |        |            |                |                     |        |         |       | 0.00   |  |
|                      |  |                |   |   |         |       |        |        |            |                |                     |        |         |       | NA     |  |
|                      |  |                |   | TOTAL   | FEDERAL | STATE | OTHER  | LOCAL  | R.O.W.     | CONSTR.        |                     |        |         | NA    |        |  |
|                      |  |                |   | 115.88  | 0.00    | 0.00  | 98.50  | 17.38  |            |                |                     |        |         | NA    |        |  |
|                      |  |                |   | State Transit Funds   |         |       |        |        | TOTAL      |                |                     |        |         |       | 115.88 |  |
| East Grand Forks #15 | East Grand Forks                         | NA             | Purchase Class 500 replacement vehicle for Demand Response<br><br>TRS-0018-23T  | REMARKS:  |         |       |        |        |            |                |                     |        |         |       |        |  |
|                      | East Grand Forks                         | Capital        |   |   |         |       |        |        |            |                |                     |        |         |       | 0.00   |  |
|                      | Paratransit Service for Disabled Persons | Entitlement    |   |   |         |       |        |        |            |                |                     |        |         |       | 160.00 |  |
|                      |  |                |   |   |         |       |        |        |            |                |                     |        |         |       | NA     |  |
|                      |  |                |   | TOTAL   | FEDERAL | STATE | OTHER  | LOCAL  | R.O.W.     | CONSTR.        |                     |        |         | NA    |        |  |
|                      |  |                |   | 160.00  | 128.00  |       | 16.00  | 16.00  |            |                |                     |        |         | NA    |        |  |
|                      |  |                |   | Flexed STPBG Program  |         |       |        |        | TOTAL      |                |                     |        |         |       | 160.00 |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021-2024**

| URBAN AREA           | PROJECT LOCATION                         | FACILITY       | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS)  |         |        |       |        | STAGING    | ANNUAL ELEMENT | FUTURE EXPENDITURES |      |      |        |
|----------------------|--|----------------|--|---|---------|--------|-------|--------|------------|----------------|---------------------|------|------|--------|
|                      | RESPONSIBLE AGENCY                       | CLASSIFICATION |  | AND SOURCE OF FUNDING   |         |        |       |        |            | 2021           | 2022                | 2023 | 2024 |        |
| PROJECT NUMBER       | PROJECT TYPE                             | FUNDING STATUS |  | TOTAL   | FEDERAL | STATE  | OTHER | LOCAL  | Operations |                |                     |      |      |        |
|                      |  |                |  | FUNDING SOURCE  |         |        |       |        | CONSTR.    |                |                     |      |      |        |
|                      |  |                |  | TOTAL   |         |        |       |        |            |                |                     |      |      |        |
| East Grand Forks #16 | East Grand Forks                         | NA             | Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (Costs for fixed-route service are estimates).                   | REMARKS: Contract fixed route services with City of Grand Forks<br>Estimated payment to GF is \$560,000 |         |        |       |        |            |                |                     |      |      |        |
|                      | East Grand Forks                         | Operations     |  | Estimated fare is \$10,000<br><b>Other is MN Transit Formula Funds</b>                                  |         |        |       |        |            |                |                     |      |      | 639.90 |
|                      | Fixed-Route Transit Service              | Entitlement    | TRF-0018-24B   | TOTAL   | FEDERAL | STATE  | OTHER | LOCAL  | R.O.W.     |                |                     |      |      | NA     |
|                      |  |                |  |   | 639.90  | 140.00 | 0.00  | 371.10 | 128.80     | CONSTR.        |                     |      |      |        |
|                      |  |                |  | FTA 5307  |         |        |       |        | TOTAL      |                |                     |      |      | 639.90 |
| East Grand Forks #17 | East Grand Forks                         | NA             | Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2024 to December 31, 2024. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates) | REMARKS: Contract demand response service<br>Estimated fare is \$18,000                                 |         |        |       |        |            |                |                     |      |      |        |
|                      | East Grand Forks                         | Operations     |  | <b>Other is MN Transit Formula Funds</b>  |         |        |       |        |            |                |                     |      |      | 119.36 |
|                      | Paratransit Service for Disabled Persons | Entitlement    | TRF-0018-24A   | TOTAL   | FEDERAL | STATE  | OTHER | LOCAL  | R.O.W.     |                |                     |      |      | NA     |
|                      |  |                |  |   | 119.36  | 0.00   | 0.00  | 101.46 | 17.90      | CONSTR.        |                     |      |      |        |
|                      |  |                |  | State Transit Funds   |         |        |       |        | TOTAL      |                |                     |      |      | 119.36 |
| East Grand Forks #18 | East Grand Forks                         | NA             | Purchase Class 500 replacement vehicle   | REMARKS:  |         |        |       |        |            |                |                     |      |      |        |
|                      | East Grand Forks                         | Capital        |  | <b>Other is MN Transit Formula Funds</b>  |         |        |       |        |            |                |                     |      |      | 0.00   |
|                      | Fixed-Route Transit Service              | Entitlement    | TRF-0018-24C   | TOTAL   | FEDERAL | STATE  | OTHER | LOCAL  | R.O.W.     |                |                     |      |      | NA     |
|                      |  |                |  |   | 180.00  | 144.00 | 0.00  | 0.00   | 36.00      | CONSTR.        |                     |      |      |        |
|                      |  |                |  | FTA #5307   |         |        |       |        | TOTAL      |                |                     |      |      | 180.00 |



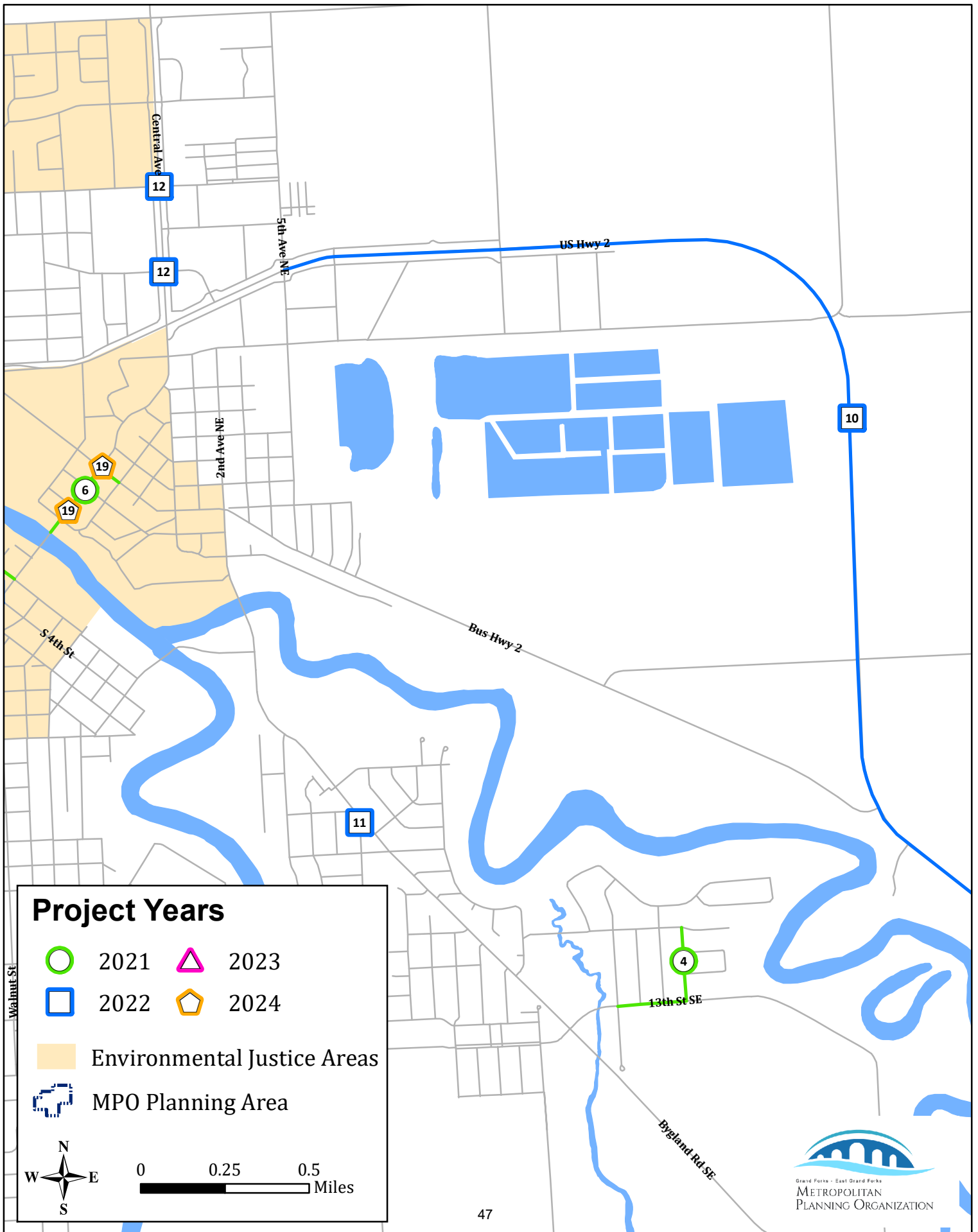
**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2021-2024**

| URBAN AREA                     | PROJECT LOCATION   | FACILITY           | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING |         |       |       |       | STAGING                       | ANNUAL   | FUTURE       |        |          |          |
|--------------------------------|--------------------|--------------------|--|--|---------|-------|-------|-------|-------------------------------|----------|--------------|--------|----------|----------|
|                                | RESPONSIBLE AGENCY | CLASSIFICATION     |  |  |         |       |       |       |                               | ELEMENT  | EXPENDITURES |        |          |          |
| PROJECT NUMBER                 | PROJECT TYPE       | FUNDING STATUS     |  | TOTAL  | FEDERAL | STATE | OTHER | LOCAL | Operations                    | 2021     | 2022         | 2023   | 2024     |          |
|                                |                    |                    |  |  |         |       |       |       |                               | Capital  |              |        |          |          |
|                                |                    |                    |  |  |         |       |       |       | P.E.                          |          |              |        |          |          |
|                                |                    |                    |  |  |         |       |       |       | R.O.W.                        |          |              |        |          |          |
|                                |                    |                    |  |  |         |       |       |       | CONSTR.                       |          |              |        |          |          |
|                                |                    |                    |  |  |         |       |       |       | FUNDING SOURCE                |          |              |        |          |          |
|                                |                    |                    |  |  |         |       |       |       | TOTAL                         |          |              |        |          |          |
| East Grand Forks #19           | East Grand Forks   | DeMers Ave         | On DeMers Ave (USB2), AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT/ADA IMPROVEMENTS | REMARKS:   |         |       |       |       |                               |          |              |        |          |          |
|                                | MnDOT              | Principal Arterial | Project # 6001-68  |  |         |       |       |       | Operations                    |          |              |        |          | 0.00     |
|                                | Signal Replacement | Discretionary      |  |  |         |       |       |       | Capital                       |          |              |        |          | 0.00     |
|                                |                    |                    |  |  |         |       |       |       |                               | P.E.     |              |        |          | NA       |
|                                |                    |                    |  |  |         |       |       |       |                               | R.O.W.   |              |        |          | NA       |
|                                |                    |                    |  |  |         |       |       |       |                               | CONSTR.  |              |        |          | 1,200.00 |
|                                |                    |                    |  |  |         |       |       |       | Statewide Performance Program | TOTAL    |              |        |          | 1,200.00 |
| <b>East Grand Forks TOTALS</b> |                    |                    |  |  |         |       |       | Other |                               | 162.00   |              |        |          |          |
|                                |                    |                    |  |  |         |       |       |       | Operations                    | 703.70   | 718.70       | 736.21 | 759.26   |          |
|                                |                    |                    |  |  |         |       |       |       | Capital                       | 0.00     | 0.00         | 160.00 | 180.00   |          |
|                                |                    |                    |  |  |         |       |       |       | P.E.                          | NA       | 150.00       | NA     | NA       |          |
|                                |                    |                    |  |  |         |       |       |       | R.O.W.                        | NA       | 62.00        | NA     | NA       |          |
|                                |                    |                    |  |  |         |       |       |       | CONSTR.                       | 499.75   | 11,906.00    | NA     | 1,200.00 |          |
|                                |                    |                    |  |  |         |       |       |       | TOTAL                         | 1,203.45 | 12,998.70    | 896.21 | 2,139.26 |          |

# 2021-2024 MN Transportation Improvement Program



# **ILLUSTRATIVE PROJECT LISTINGS**

NONE

# **PERFORMANCE BASED PLANNING AND PROGRAMMING**

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

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

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

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

There are five performance measures identified:

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

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

There are four performance measures identified:

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

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

There are two performance measures identified:

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

- ***National Performance Management Measures to Assess Performance of the National Highway System*** (23 CFR 490, Subpart E)  
There are two performance measures used to assess reliability identified:
  1. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
  2. Percent of person-miles traveled on the non-Interstate NHS that are reliability (Non-Interstate Travel Time Reliability measure)
- ***National Performance Management Measures to Assess Freight Movement on the Interstate System*** (23 CFR 490, Subpart F)  
There is one performance measure identified:
  1. Truck Travel Time Reliability (TTTR) Index
- ***Transit Asset Management*** (49 CFR 625)  
There are four performance measures identified:
  1. Equipment: (non-revenue) service vehicles – percentage of vehicles that have either met or exceed their useful life benchmark
  2. Rolling stock – percentage of vehicles within a particular asset class that have either met or exceed their useful life benchmark
  3. Infrastructure: rail fixed-guideway track, signals and systems – percentage of track segments with performance restrictions
  4. Facilities – percentage of facilities within as asset class, rated below condition 3 on the TERM scale
- ***Transit Safety*** (49 CFR 673) (not due to be set)  
There are four performance measures identified:
  1. Total number of reportable fatalities and rate per total vehicle revenue miles by mode
  2. Total number of reportable injuries and rate per total vehicle revenue miles by mode
  3. Total number of reportable events and rate per total vehicle revenue miles by mode
  4. Mean distance between major mechanical failures by mode

The Forks MPO has a project selection process adopted to assist it in planning and programming projects. Each possible project is reviewed through several criteria pertinent for the projects likely funding source. State of good repair is one of the primary considered criteria. The selection process is undergoing an update to reflect the newly adopted 2045 MTP performance measures.

Safety performance-based planning is a system-level, data-driven process to identify strategies and investments. For MPOs, performance measures provide a nuanced means of assessing progress toward meeting the intent of the Plan. The 2045 Street/Highway Plan implements the now promulgated required national performance measures. The Plan integrates the safety plans developed by partner agencies, including each state's Strategic Highway Safety Plan and more localized strategic highway safety plans that apply state-level emphasis areas and strategies

consistent with local context and intent to implement. The 2045 Plan also identifies projects for Highway Safety Improvement Program (HSIP) funding projects are expected to have a positive impact toward meeting safety targets in North Dakota.

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

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

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

As stated previously, the national Transit Asset Management performance effort is to achieve a state of good repair. The predominant program that Congress has created to achieve this is the FTA 5339 Program. Most notably, each state has an adopted TAM Plan. The North Dakota TAM Plan has been adopted by our two transit operators even though one is located in Minnesota. State of good repair targets are identified within each and specific strategies are adopted.

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

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



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

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

# **APPENDIX I**

## **FY2020 Project Status**

## **FY 2019 PROJECT STATUS SUMMARY**

The following is a general status report of Grand Forks and East Grand Forks 2020 projects listed in the 2020 to 2023 Transportation Improvement Program. As this writing is taking place most of the projects should be under construction or some may even be completed.

The MPO is not aware of any other project undertaken in our Planning Area that used federal transportation funds in FY2020.

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM - PROGRESS REPORT**

**FY2020**

| URBAN AREA               | PROJECT LOCATION            | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS)  |          |        |        |        | STAGING          | ANNUAL ELEMENT | PROGRESS REPORT |          |  |  |  |
|--------------------------|-----------------------------|----------------|---|---|----------|--------|--------|--------|------------------|----------------|-----------------|----------|--|--|--|
|                          | RESPONSIBLE AGENCY          | CLASSIFICATION |   | AND SOURCE OF FUNDING   |          |        |        |        |                  | 2020           |                 |          |  |  |  |
| PROJECT NUMBER           | PROJECT TYPE                | FUNDING STATUS |   | TOTAL   | FEDERAL  | STATE  | OTHER  | LOCAL  | Operations       |                |                 |          |  |  |  |
|                          |                             |                |   |   |          |        |        |        | R.O.W.           |                |                 |          |  |  |  |
|                          |                             |                |   |   |          |        |        |        | CONSTR.          |                |                 |          |  |  |  |
|                          |                             |                |   |   |          |        |        |        | FUNDING SOURCE   | TOTAL          |                 |          |  |  |  |
| Grand Forks #1<br>No PCN | Grand Forks                 | NA             | Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (costs for fixed-route service are estimates). | REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$257,500 East Grand Forks contract payment is shown as other UND Contributes \$180,000 for August Shuttle service |          |        |        |        |                  |                |                 |          |  |  |  |
|                          | Grand Forks                 | Operations     |   |   |          |        |        |        | Operations       | 3,040.00       |                 |          |  |  |  |
|                          | Fixed-Route Transit Service | Entitlement    | Excludes FTA Programs 5339 and 5310 costs   | TOTAL   | FEDERAL  | STATE  | OTHER  | LOCAL  | R.O.W.           |                |                 |          |  |  |  |
|                          |                             |                |   | 3,040.00  | 1,159.00 | 260.00 | 745.00 | 876.00 | CONSTR.          |                |                 |          |  |  |  |
|                          |                             |                |   |   |          |        |        |        | FTA 5307 (50/50) |                | TOTAL           | 3,040.00 |  |  |  |
| Grand Forks #2<br>No PCN | Grand Forks                 | NA             | Capital Purchase/Replacement of Safety and/or security hardware and software  | REMARKS:  |          |        |        |        |                  |                |                 |          |  |  |  |
|                          | Grand Forks                 | Capital        |   |   |          |        |        |        | Operations       |                |                 |          |  |  |  |
|                          | Fixed-Route Transit Service | Entitlement    | Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.  | TOTAL   | FEDERAL  | STATE  | OTHER  | LOCAL  | R.O.W.           |                |                 |          |  |  |  |
|                          |                             |                |   | 15.00   | 12.00    | 0.00   | 0.00   | 3.00   | CONSTR.          |                |                 |          |  |  |  |
|                          |                             |                |   |   |          |        |        |        | FTA 5307 (80/20) |                | TOTAL           | 15.00    |  |  |  |
|                          |                             |                |   | REMARKS:<br><br>Net Operating is shown <u>before</u> , Fed, State & Local Matching Funds are applied.   |          |        |        |        |                  |                |                 |          |  |  |  |
|                          |                             |                |   |   |          |        |        |        |                  |                |                 |          |  |  |  |
|                          |                             |                |   |   |          |        |        |        |                  |                |                 |          |  |  |  |
|                          |                             |                |   |   |          |        |        |        |                  |                |                 |          |  |  |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM - PROGRESS REPORT**  
**FY2020**

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

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM - PROGRESS REPORT**

**FY2020**

| URBAN AREA                  | PROJECT LOCATION     | FACILITY           | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS)                             |                 |               |          |               | STAGING    | ANNUAL ELEMENT | PROGRESS REPORT                             |  |  |
|-----------------------------|----------------------|--------------------|--|--|-----------------|---------------|----------|---------------|------------|----------------|---|--|--|
|                             | RESPONSIBLE AGENCY   | CLASSIFICATION     |  | AND SOURCE OF FUNDING                                  |                 |               |          |               |            | 2020           |   |  |  |
| PROJECT NUMBER              | PROJECT TYPE         | FUNDING STATUS     |  | TOTAL  | FEDERAL         | STATE         | OTHER    | LOCAL         | Operations |                |   |  |  |
|                             |                      |                    |  | FUNDING SOURCE   |                 |               |          |               | CONSTR.    |                |   |  |  |
|                             |                      |                    |  |  |                 |               |          |               | TOTAL      |                |   |  |  |
| Grand Forks #6<br>PCN 21842 | Grand Forks          | N. 5th St.         | Pavement project likely to be a mill and overlay of N. 5th St. between Gateway Dr and DeMers Ave.        | REMARKS: AMENDED November 2019<br>AMENDED March 2020   |                 |               |          |               |            |                |   |  |  |
|                             | NDDOT                | Minor Arterial     | Amended scope to reconstruct N. 5th St between DeMers Ave and 1st Ave N                                  | <b>2,483.24</b>  | <b>1,759.69</b> | <b>197.21</b> |          | <b>217.43</b> | Operations |                | Bid awarded 2/7/20 and work being scheduled |  |  |
|                             | Minor Rehabilitation | Discretionary      | <b>Amended amounts</b>   | TOTAL  | FEDERAL         | STATE         | OTHER    | LOCAL         | P.E.       |                |   |  |  |
|                             |                      |                    | 1,813.14   | 1,467.37   | 136.43          |               | 209.43   | CONSTR.       | 2,483.24   |                |   |  |  |
|                             |                      |                    |  | Urban Regional Secondary Roads Program                 |                 |               |          |               | TOTAL      | 2,483.24       |   |  |  |
| Grand Forks #7<br>PCN 22372 | Grand Forks          | University Ave     | Pavement preservation work tentatively described as a mill and overlay between State Road and N. 3th St. | REMARKS: AMENDED November 2019 to reduce Federal funds |                 |               |          |               |            |                |   |  |  |
|                             | Grand Forks          | Minor Arterial     |  |  |                 |               |          |               | Operations |                | Bid awarded 2/7/20 and work being scheduled |  |  |
|                             | Rehabilitation       | Discretionary      |  | TOTAL  | FEDERAL         | STATE         | OTHER    | LOCAL         | P.E.       |                |   |  |  |
|                             |                      |                    | 3,461.00   | 2,209.00   |                 |               | 1,252.00 | CONSTR.       | 3,461.00   |                |   |  |  |
|                             |                      |                    |  | Urban Roads Program                                    |                 |               |          |               | TOTAL      | 3,461.00       |   |  |  |
| Grand Forks #8<br>PCN 22543 | Grand Forks          | Gateway Dr.        | Install red light running confirmation lights to the traffic signal on Gateway Dr.                       | REMARKS:   |                 |               |          |               |            |                |   |  |  |
|                             | Grand Forks          | Principal Arterial | Safety projects on various corridors to install backplates and leading pedestrian timing                 |  |                 |               |          |               | Operations |                | Bid awarded 4/17/20                         |  |  |
|                             | Safety               | Discretionary      |  | TOTAL  | FEDERAL         | STATE         | OTHER    | LOCAL         | P.E.       |                |   |  |  |
|                             |                      |                    | 398.00   | 359.00   | 3.00            | 0.00          | 36.00    | CONSTR.       | 398.00     |                |   |  |  |
|                             |                      |                    |  | Highway Safety Improvement Program                     |                 |               |          |               | TOTAL      | 398.00         |   |  |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM - PROGRESS REPORT**

**FY2020**

| URBAN AREA                       | PROJECT LOCATION   | FACILITY           | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS)   |               |              |       |              | STAGING                                | ANNUAL ELEMENT | PROGRESS REPORT |  |   |  |  |
|----------------------------------|--------------------|--------------------|--|--|---------------|--------------|-------|--------------|--|----------------|-----------------|--|---|--|--|
|                                  | RESPONSIBLE AGENCY | CLASSIFICATION     |  | AND SOURCE OF FUNDING  |               |              |       |              |  | 2020           |                 |  |   |  |  |
| PROJECT NUMBER                   | PROJECT TYPE       | FUNDING STATUS     |  | TOTAL  | FEDERAL       | STATE        | OTHER | LOCAL        | Operations                             |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              |  | Capital        |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | P.E.                                   |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | R.O.W.                                 |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | CONSTR.                                |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | TOTAL                                  |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | FUNDING SOURCE                         |                |                 |  |   |  |  |
| Grand Forks #8b<br><br>PCN 22211 | Grand Forks        | Washington St      | Address ADA curb ramps along Washington St between Hammerling and DeMers and also between 1st Ave N and 8th Ave N.<br><br><b>Amended amounts</b> | REMARKS: Project reprogrammed from 2019<br>AMENDED November 2019<br>AMENDED March 2020 |               |              |       |              |  |                |                 |  |   |  |  |
|                                  | NDDOT              | Principal Arterial |  | <b>835.24</b>  | <b>675.96</b> | <b>75.76</b> |       | <b>83.52</b> | Operations                             |                |                 |  | Bid awarded 2/7/20  |  |  |
|                                  | ADA Transition     | Discretionary      |  |  |               |              |       |              | Capital                                |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              |  | P.E.           |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       | R.O.W.       |  |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | CONSTR.                                | 835.24         |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | TOTAL                                  | 835.24         |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | Urban Regional Secondary Roads Program |                |                 |  |   |  |  |
| Grand Forks #8c<br><br>PCN 21884 | Grand Forks        | 32nd Ave S         | completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.  | REMARKS: Project reprogrammed from 2019<br>AMENDED November 2019                       |               |              |       |              |  |                |                 |  |   |  |  |
|                                  | Grand Forks        | Principal Arterial |  |  |               |              |       |              | Operations                             |                |                 |  | Project is scheduled for Fall bid; construction will take place in 2021 |  |  |
|                                  | Safety             | Discretionary      |  |  |               |              |       |              | Capital                                |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              |  | P.E.           |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       | R.O.W.       |  |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | CONSTR.                                | 7,373.00       |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | TOTAL                                  | 7,373.00       |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | Urban Roads Program                    |                |                 |  |   |  |  |
| Grand Forks #8d<br><br>No PCN    | Grand Forks        | US2                | Project entails mill and overlay and a chip seal of US2 between N. 69th St and N. 55th St.   | REMARKS: Project reprogrammed from 2023<br>AMENDED November 2019                       |               |              |       |              |  |                |                 |  |   |  |  |
|                                  | NDDOT              | Principal Arterial |  |  |               |              |       |              | Operations                             |                |                 |  | This project is PCN 22680 and has a tentative bid date of 10/16/20      |  |  |
|                                  | Rehabilitation     | Discretionary      |  |  |               |              |       |              | Capital                                |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              |  | P.E.           |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | R.O.W.                                 |                |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | CONSTR.                                | 568.00         |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | TOTAL                                  | 568.00         |                 |  |   |  |  |
|                                  |                    |                    |  |  |               |              |       |              | Urban Regional Secondary Roads Program |                |                 |  |   |  |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**0.00**

**FISCAL YEARS 2020 - 2023**

| URBAN AREA                   | PROJECT LOCATION   | FACILITY        | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS)   |          |        |       |            | STAGING    | ANNUAL ELEMENT | PROGRESS REPORT   |  |  |  |
|------------------------------|--------------------|-----------------|--|--|----------|--------|-------|------------|------------|----------------|---|--|--|--|
|                              | RESPONSIBLE AGENCY | CLASSIFICATION  |  | AND SOURCE OF FUNDING  |          |        |       |            |            | 2020           |   |  |  |  |
| PROJECT NUMBER               | PROJECT TYPE       | FUNDING STATUS  |  | TOTAL  | FEDERAL  | STATE  | OTHER | LOCAL      | Operations |                |   |  |  |  |
|                              |                    |                 |  | FUNDING SOURCE   |          |        |       |            | CONSTR.    |                |   |  |  |  |
| Grand Forks #8e<br>PCN 22263 | Grand Forks        | 17th Ave S      | Construct a multi-use trail along 17th Ave S between S. 20th St and S. 25th St.  | REMARKS:   |          |        |       |            |            |                |   |  |  |  |
|                              | Grand Forks        | Minor Arterial  |  | AMENDED November 2019  |          |        |       |            | Operations |                | Bid was awarded 10/11/19 and project is being scheduled |  |  |  |
|                              |                    |                 |  |  |          |        |       | Capital    |            |                |   |  |  |  |
|                              |                    |                 |  |  |          |        |       | P.E.       |            |                |   |  |  |  |
|                              |                    |                 |  |  |          | R.O.W. |       |            |            |                |   |  |  |  |
|                              | Multi-use Trail    | Discretionary   |  | 351.00   | 214.00   | 0.00   |       | 137.00     | CONSTR.    | 351.00         |   |  |  |  |
|                              |                    |                 |  | Transportation Alternative Program   |          |        |       |            | TOTAL      | 351.00         |   |  |  |  |
| Grand Forks #8f<br>PCN 22180 | Grand Forks        | N. Washington S | CPR, Grinding, DBR pavement rehabilitation type work at various locations but generally described as 8th Ave N to US 2) & 4-lane N of US 2 and flood protection bridge | REMARKS:   |          |        |       |            |            |                |   |  |  |  |
|                              | NDDOT              | Minor Arterial  |  | A separate project shows in the draft STIP as \$100,000 at flood protection bridge<br><b>Originally in 2019 but delayed to 2020</b><br><b>Amended March 2020</b> |          |        |       |            | Operations |                | Bid awarded 11/8/19 and project being scheduled         |  |  |  |
|                              |                    |                 |  |  |          |        |       | Capital    |            |                |   |  |  |  |
|                              |                    |                 |  |  |          |        |       | P.E.       |            |                |   |  |  |  |
|                              |                    |                 |  |  |          | R.O.W. |       |            |            |                |   |  |  |  |
|                              | Rehabilitation     | Discretionary   |  | 1,420.00   | 1,149.50 | 139.30 |       | 132.40     | CONSTR.    | 1,420.00       |   |  |  |  |
|                              |                    |                 |  | Urban Regional Secondary Program   |          |        |       |            | TOTAL      | 1,420.00       |   |  |  |  |
| Grand Forks #8g              |                    |                 | Intentionally left blank   | REMARKS:   |          |        |       |            |            |                |   |  |  |  |
|                              |                    |                 |  |  |          |        |       | Operations |            |                |   |  |  |  |
|                              |                    |                 |  |  |          |        |       | Capital    |            |                |   |  |  |  |
|                              |                    |                 |  |  |          |        |       | P.E.       |            |                |   |  |  |  |
|                              |                    |                 |  |  |          |        |       | R.O.W.     |            |                |   |  |  |  |
|                              |                    |                 |  |  |          |        |       |            | CONSTR.    |                |   |  |  |  |
|                              |                    |                 |  |  |          |        |       |            | TOTAL      |                |   |  |  |  |



**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM - PROGRESS REPORT**

**FY2020**

| URBAN AREA                       | PROJECT LOCATION   | FACILITY           | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS)   |           |          |       |        | STAGING    | ANNUAL ELEMENT | PROGRESS REPORT                           |  |  |
|----------------------------------|--------------------|--------------------|--|--|-----------|----------|-------|--------|------------|----------------|---|--|--|
|                                  | RESPONSIBLE AGENCY | CLASSIFICATION     |  | AND SOURCE OF FUNDING  |           |          |       |        |            | 2020           |   |  |  |
| PROJECT NUMBER                   | PROJECT TYPE       | FUNDING STATUS     |  | TOTAL  | FEDERAL   | STATE    | OTHER | LOCAL  | Operations |                |   |  |  |
|                                  |                    |                    |  | FUNDING SOURCE   |           |          |       |        | CONSTR.    |                |   |  |  |
|                                  |                    |                    |  |  |           |          |       |        | TOTAL      |                |   |  |  |
| Grand Forks #9<br><br>PCN 21982  | Grand Forks        | US #2              | The entails concrete overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base<br>Project is on eastbound lane | REMARKS:<br>Eastern three miles in the MPO Study Area<br><br>Amount in the MPO Study area is 4,700,000 with federal amount of \$3,760,000. |           |          |       |        |            |                | Bid awarded 2/21/20 and work is uderway   |  |  |
|                                  | NDDOT              | Principal Arterial |  |  |           |          |       |        | Operations |                |   |  |  |
|                                  |                    |                    |  |  |           |          |       |        | Capital    |                |   |  |  |
|                                  |                    |                    |  |  |           |          |       | P.E.   |            |                |   |  |  |
|                                  | Pavement Rehab     | Discretionary      |  |  |           |          |       | R.O.W. |            |                |   |  |  |
|                                  |                    |                    |  | 17,240.00  | 13,952.00 | 3,288.00 | 0.00  | 0.00   | CONSTR.    | 17,240.00      |   |  |  |
|                                  |                    |                    |  | Rural National Highway Program   |           |          |       |        | TOTAL      | 17,240.00      |   |  |  |
| Grand Forks #10<br><br>PCN 22437 | Grand Forks        | Interstate 29      | Install ITS equipment for SE ramp traffic queing concern at the Gateway Dr (US2) Interchange                               | REMARKS:   |           |          |       |        |            |                | Bid Date was 4/17/20 but not yet awarded. |  |  |
|                                  | NDDOT              | Interstate 29      |  |  |           |          |       |        | Operations |                |   |  |  |
|                                  |                    |                    |  |  |           |          |       |        | Capital    |                |   |  |  |
|                                  |                    |                    |  |  |           |          |       | P.E.   |            |                |   |  |  |
|                                  | Safety             | Discretionary      |  |  |           |          |       | R.O.W. |            |                |   |  |  |
|                                  |                    |                    |  | 100.00   | 90.00     | 10.00    | 0.00  | 0.00   | CONSTR.    | 100.00         |   |  |  |
|                                  |                    |                    |  | Highway Safety Improvement Program   |           |          |       |        | TOTAL      | 100.00         |   |  |  |
| Grand Forks #11<br><br>PCN 22566 | Grand Forks        | S. Columbia Rd     | Construction of a multi-use trail along S. Columbia Road between 40th Ave S and 47th Ave S                                 | REMARKS:   |           |          |       |        |            |                | Tentative Bid Date of 10/16/20            |  |  |
|                                  | Grand Forks        | Principal Arterial |  |  |           |          |       |        | Operations |                |   |  |  |
|                                  |                    |                    |  |  |           |          |       |        | Capital    |                |   |  |  |
|                                  |                    |                    |  |  |           |          |       | P.E.   |            |                |   |  |  |
|                                  | New Construction   | Discretionary      |  |  |           |          |       | R.O.W. |            |                |   |  |  |
|                                  |                    |                    |  | 435.00   | 290.00    | 0.00     | 0.00  | 145.00 | CONSTR.    | 435.00         |   |  |  |
|                                  |                    |                    |  | Transportation Alternative Program   |           |          |       |        | TOTAL      | 435.00         |   |  |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM PROGRESS REPORT**

**FY2020**

| URBAN AREA          | PROJECT LOCATION                         | FACILITY       | PROJECT DESCRIPTION   | ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING  |         |       |        |       | STAGING    | ANNUAL ELEMENT | PROGRESS REPORT |                             |  |
|---------------------|--|----------------|---|---|---------|-------|--------|-------|------------|----------------|-----------------|-----------------------------|--|
|                     | RESPONSIBLE AGENCY                       | CLASSIFICATION |   |   |         |       |        |       |            | 2020           |                 |                             |  |
| PROJECT NUMBER      | PROJECT TYPE                             | FUNDING STATUS |   | TOTAL   | FEDERAL | STATE | OTHER  | LOCAL | Operations |                |                 |                             |  |
|                     |  |                |   |   |         |       |        |       | R.O.W.     |                |                 |                             |  |
| FUNDING SOURCE      |  |                |   |   |         |       |        |       | TOTAL      |                |                 |                             |  |
| East Grand Forks #1 | East Grand Forks                         | NA             | Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2020 to December 31, 2020 (Costs for fixed-route service are estimates).<br><br>TRF-0018-20B                    | REMARKS: Contract fixed route services with City of Grand Forks<br>Estimated payment to GF is \$500,000<br><br>Estimated fare is \$10,000<br><b>Other is MN Transit Formula Funds</b> |         |       |        |       |            |                |                 |                             |  |
|                     | East Grand Forks                         | Operations     |   | Operations  | 592.00  |       |        |       |            | 592.00         |                 | In progress                 |  |
|                     | Fixed-Route Transit Service              | Entitlement    |   | Entitlement   | 0.00    |       |        |       |            | 0.00           |                 |                             |  |
|                     |  |                |   | TOTAL   | FEDERAL | STATE | OTHER  | LOCAL | R.O.W.     | NA             |                 |                             |  |
|                     |  |                |   | 592.00  | 120.00  | 0.00  | 392.00 | 70.00 | CONSTR.    | NA             |                 |                             |  |
| FTA 5307            |  |                |   |   |         |       |        |       | TOTAL      | 592.00         |                 |                             |  |
| East Grand Forks #2 | East Grand Forks                         | NA             | Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2020 to December 31, 2020. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).<br><br>TRF-0018-20A | REMARKS: Contract demand response service<br>Estimated fare is \$18,000<br><br><b>Other is MN Transit Formula Funds</b>   |         |       |        |       |            |                |                 |                             |  |
|                     | East Grand Forks                         | Operations     |   | Operations  | 101.00  |       |        |       |            | 101.00         |                 | In progress                 |  |
|                     | Paratransit Service for Disabled Persons | Entitlement    |   | Entitlement   | 0.00    |       |        |       |            | 0.00           |                 |                             |  |
|                     |  |                |   | TOTAL   | FEDERAL | STATE | OTHER  | LOCAL | R.O.W.     | NA             |                 |                             |  |
|                     |  |                |   | 101.00  | 0.00    | 0.00  | 71.00  | 12.00 | CONSTR.    | NA             |                 |                             |  |
| State Transit Funds |  |                |   |   |         |       |        |       | TOTAL      | 101.00         |                 |                             |  |
| East Grand Forks #3 | East Grand Forks                         | NA             | As partnership in the CAT system, assist the purchase of support equipment and/or facilities equipment<br><br>TRF-0018-20C  | REMARKS:<br><br>Local is from City of Grand Forks   |         |       |        |       |            |                |                 |                             |  |
|                     | East Grand Forks                         | Operations     |   | Operations  | 0.00    |       |        |       |            | 0.00           |                 | In process, product ordered |  |
|                     | Fixed-Route Transit Service              | Entitlement    |   | Entitlement   | 200.00  |       |        |       |            | 200.00         |                 |                             |  |
|                     |  |                |   | TOTAL   | FEDERAL | STATE | OTHER  | LOCAL | R.O.W.     | NA             |                 |                             |  |
|                     |  |                |   | 200.00  | 160.00  | 0.00  | 0.00   | 40.00 | CONSTR.    | NA             |                 |                             |  |
| FTA #5307           |  |                |   |   |         |       |        |       | TOTAL      | 200.00         |                 |                             |  |

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM PROGRESS REPORT**

**FY2020**

| URBAN AREA           | PROJECT LOCATION            | FACILITY       | PROJECT DESCRIPTION  | ESTIMATED COST (THOUSANDS)  |         |       |       |         | STAGING    | ANNUAL ELEMENT | PROGRESS REPORT |  |  |
|----------------------|-----------------------------|----------------|--|---|---------|-------|-------|---------|------------|----------------|-----------------|--|--|
|                      | RESPONSIBLE AGENCY          | CLASSIFICATION |  | TOTAL   | FEDERAL | STATE | OTHER | LOCAL   |            | 2020           |                 |  |  |
| PROJECT NUMBER       | PROJECT TYPE                | FUNDING STATUS |  | AND SOURCE OF FUNDING   |         |       |       |         | Operations |                |                 |  |  |
|                      |                             |                |  | TOTAL   | FEDERAL | STATE | OTHER | LOCAL   | Capital    |                |                 |  |  |
|                      |                             |                |  | FUNDING SOURCE  |         |       |       |         | P.E.       |                |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | R.O.W.     |                |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | CONSTR.    |                |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | TOTAL      |                |                 |  |  |
| East Grand Forks #1a | East Grand Forks            | NA             | Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (Costs for fixed-route service are estimates). | REMARKS: Contract fixed route services with City of Grand Forks<br>Estimated payment to GF is \$338,800<br>Estimated fare is \$14,200<br><b>Other is MN Transit Formula Funds</b> |         |       |       |         |            |                |                 |  |  |
|                      | East Grand Forks            | Operations     |  | AMENDED in November 2019 to rollover 2019 Federal Funds   |         |       |       |         | Operations | 85.00          | Completed       |  |  |
|                      | Fixed-Route Transit Service | Entitlement    | TRF-0018-19B   | TOTAL   | FEDERAL | STATE | OTHER | LOCAL   | R.O.W.     | NA             |                 |  |  |
|                      |                             |                | 0.00   | 85.00   | 0.00    | 0.00  | 0.00  | CONSTR. | NA         |                |                 |  |  |
|                      |                             |                |  | FTA 5307  |         |       |       |         | TOTAL      | 85.00          |                 |  |  |
|                      |                             |                | Intentionally left blank   | REMARKS:  |         |       |       |         |            |                |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | Operations | 0.00           |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | Capital    | 0.00           |                 |  |  |
|                      |                             |                |  | TOTAL   | FEDERAL | STATE | OTHER | LOCAL   | P.E.       | NA             |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | R.O.W.     | NA             |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | CONSTR.    | NA             |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | TOTAL      | 0.00           |                 |  |  |
|                      |                             |                | Intentionally left blank   | REMARKS:  |         |       |       |         |            |                |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | Operations | 0.00           |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | Capital    | 0.00           |                 |  |  |
|                      |                             |                |  | TOTAL   | FEDERAL | STATE | OTHER | LOCAL   | P.E.       | NA             |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | R.O.W.     | NA             |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | CONSTR.    | NA             |                 |  |  |
|                      |                             |                |  |   |         |       |       |         | TOTAL      | 0.00           |                 |  |  |

**APPENDIX II**

**GF/EGF MPO**

**SELF-CERTIFICATION**



Grand Forks - East Grand Forks

METROPOLITAN  
PLANNING ORGANIZATION

# **GF/EGF MPO SELF-CERTIFICATION**

## TRANSPORTATION PLANNING PROCESS CERTIFICATION STATEMENT

The Grand Forks – East Grand Forks Metropolitan Planning Organization, the Metropolitan Planning Organization for the Grand Forks, North Dakota and East Grand Forks, Minnesota metropolitan region, hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

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

Grand Forks – East Grand Forks  
Metropolitan Planning  
Organization

North Dakota Department  
of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

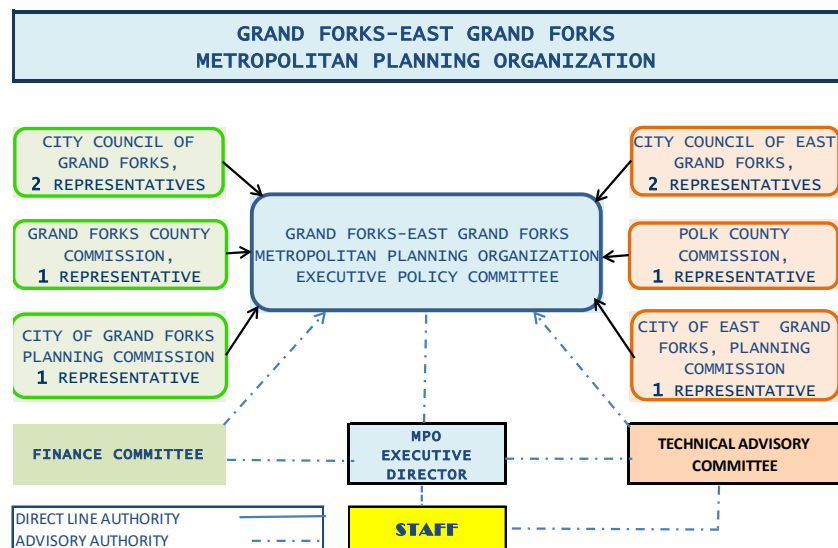
\_\_\_\_\_  
Date

Each year, when the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) approves the Transportation Improvement Program, they also certify that the 3-C planning process used in the Grand Forks and East Grand Forks Urbanized Area is in compliance with the above federal requirements.

By resolution, the MPO certifies that its 3-C planning process meets the federal requirements through the actions stated below:

### Planning Requirements (23 USC 134 and 49 USC 5303)

The Grand Forks-East Grand Forks MPO has been designated by the Governor's of Minnesota and North Dakota as the Metropolitan Planning Organization for the Grand Forks-East Grand Forks urbanized area. The MPO's Policy Board is comprised of active representatives from four (4) local jurisdictions: Grand Forks, East Grand Forks, Grand Forks County, and Polk County. It is the policy of the MPO that all transportation related planning documents be completed utilizing the 3-C planning process, as indicated in this memorandum and other documents. This policy is annually certified with the T.I.P.



This process is carried out through the implementation of the **Unified Planning Work Program** (2019-20) and the development and adoption of a fiscally constrained annual **Transportation Improvement Program (2021-24)**, the development and adoption of a fiscally-constrained **Metropolitan Transportation Plan (2018)** every five years, the development of a regional Intelligent Transportation Systems (ITS) technology; all of which are vetted through procedures identified in the **Public Participation Plan** (2020) to assure the general public has access and input into the regional transportation planning efforts. Hard copies of each of the plans and programs are available at the MPO for public review and are also available on the MPO website: [www.theforksmmpo.org](http://www.theforksmmpo.org). The MPO also works closely with transportation providers through the region to conduct major investment and corridor feasibility studies which serve to evaluate, refine and select transportation options for

implementation, and ensuring that policies, programs and projects when implemented will result in improved transportation systems within the region.

The MPO works closely with the Grand Forks and East Grand Forks Transit Agencies, collectively Cities Area Transit (CAT) on issues related to public transit and paratransit services. The MPO, along with CAT and with input from the general public, develop and maintain a **Transit Development Plan** (originally adopted in 2016, amended in 2020). The TDP identifies near- and long-term policies and actions items for enhancing transit and paratransit service in the greater Grand Forks – East Grand Forks metropolitan area. The TDP also provide the framework for MPO requirements of **Coordinated Public Transit Human Services Transportation Plan** (included as part of TDP update).

### Statewide Planning

The MPO works closely with the North Dakota and Minnesota Departments of Transportation (NDDOT and MnDOT, respectively) to support the planning, funding and implementation of statewide improvements. Whenever called upon, planning assistance is provided to assist NDDOT and MnDOT in meeting Statewide Planning requirements. The MPO and the state DOTs share financial information to carry out the fiscal constraint requirements of the planning process.

- A. 49 United States Code 5306 requires the involvement of private transportation providers in the planning and development of public transportation systems.

In the past year the MPO has met these requirements by:

1. Maintaining a Private Sector Participation Procedure related to the involvement of appropriate transportation providers in the 3-C transportation planning process
2. Inviting private transportation providers the opportunities to review and comment on metropolitan transportation studies. Such plans include the Transit Development Plan and Transportation Improvement Program.
3. Liaison, coordination, and direct input on transportation plans is obtained by the private sector by direct membership on the Technical Advisory Committee with one member from the Chamber of Commerce.
4. Selected transit support services have had task forces created to study the specific service and the private operators have participated at those task force meetings. Their comments and views and how they were received are documented in the minutes of the task forces.
5. To date, no complaints from the private sector concerning any facet of our local public transportation efforts have been received.

- B. 23 United States Code, Section 134, Metropolitan Planning, (H) (6) Transportation Plan and (J) (4) Transportation Improvement Program, Opportunity for comment, as amended;



Each year, during the implementation of the activities identified in the UPWP, the MPO solicits public participation from citizens of the Cities of Grand Forks and East Grand Forks; Grand Forks and Polk Counties; the staff of North Dakota and Minnesota Departments of Transportation; and other transportation agencies and providers by written notification. Public meetings were held at various times and dates to invite the public to provide input and feedback.

Regarding the TIP, the MPO engages the public several times during the process of developing the TIP through formal public hearings. In April, the draft TIP is promulgated for feedback from the public. In August, the final draft is available prior to adoption. Each hearing notice is placed in a non-legal section, in a two-column advertisement format, with a minimum 10-day advance printing prior to the hearing.

### **Clean Air Act Section 174 and 176 (c) and (d)**

The State Implementation Plans for Minnesota and North Dakota still do not require any transportation control measures for the Grand Forks-East Grand Forks urbanized area. As part of its multi-modal long range transportation planning efforts, the MPO does calculate the amount of green-house gas emissions estimated by its travel demand model. The MPO has established a performance target to reduce the transportation impact on the environment by 10% below the base year levels by the horizon year of 2045.

### **Title VI of the 1964 Civil Rights Act, Section 601**

"No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

The MPO is committed through the development of its plans and programs to ensure that no person on the grounds of age, gender, race, color, sexual orientation or national origin is excluded from participation in, denied the benefits of, or subject to discrimination under any programs receiving financial assistance (federal or local). The MPO follows its **Title VI and Non-Discrimination Plan** (2020) to meet its obligations under Title VI and in meeting defined Title VI Assurances. The document describes:

- The demographics of the Grand Forks – East Grand Forks Metropolitan Area;
- Environmental Justice areas and Limited English Proficiency populations within the MPO Planning Area Boundary;
- Demographics of MPO staff and Policy Board members;
- An accomplishment report for both administrative/oversight activities as well as metropolitan transportation planning process activities for the 2019 calendar year; and

MPO plans, programs and policies are vetted to assure that minority and low-income populations are not disproportionately affected by actions and outcomes of the plans, programs and policies. All plans, programs and policies, including public meeting announcements and agendas, contain the following language:

*The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in*

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

The MPO continues to record Title VI efforts for the year, including responding to Title VI complaints, in its annual Title VI report. Title VI compliance documentation includes the following information:

- Since the last self-certification, the MPO has not received, nor been notified of any lawsuits or complaints alleging discrimination.
- The MPO receives Consolidated Planning Grant (CPG) funds, which are transportation planning funds from the Federal Highway Administration and the Federal Transit Administration. All of these funds are secured through the annual adoption of an Annual Unified Work Program. All necessary Civil Rights compliance documents needed to properly obtain these funds have been completed, submitted, and approved. Proposals to secure federal funds for FY 2016 are part of the MPO's 2019-2020 work program process. These funds are utilized beginning January 1, 2019, the beginning of the MPO's fiscal year.
- No formal civil rights compliance review has been performed on the MPO in the past three years by any level of government. The MPO did update its Title VI documentations and adopted a Limited English Proficiency (LEP) Plan. The MPO has updated its Title VI Report as part of its annual TIP Self-certification. NDDOT also conducted an Audit of the Title VI compliance and found no issues.
- As a one-time submission, the Civil Rights Assurance was previously submitted to FTA in January 1988. Annually, the MPO adopts a State DOT Title VI Standard Assurance as part of its TIP approval.

#### **Disadvantage Business Enterprises Section [1101(b) of MAP-21 and 49 CFR part 26]**

The MPO cooperates with the NDDOT, since it is the lead state agency, in fulfilling its goal of percentage of work. The MPO includes in all its Requests for Proposals a clause that encourages all submittals to include minority and disadvantaged businesses to participate in the response. Further, the MPO submits a copy of the RFP for the NDDOT Qualifications Based Selection process.

#### **Equal Employment Opportunity (23 CFR part 230)**

Discrimination on the basis of race, color, creed, national origin, sex or age in employment business opportunities with The MPO is prohibited. The MPO works with the NDDOT and MnDOT in the implementation of an equal employment opportunity program on federal and federal-aid projects.

#### **Prohibition of discrimination based on gender (23 USC Section 324)**

The MPO maintains a no discrimination policy in our planning efforts, hiring practices or any other activity or product. Such actions include non-discrimination based on a person's gender. The MPO provides the following general caveat<sup>71</sup> with its activities:

*The MPO is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability, sexual orientation, and income status have access to MPO's programs and services.*

**Discrimination against individuals with disabilities. (29 USC 794 Section 504)**

The MPO takes pride in its planning efforts and agency operations to be inclusive of all individuals. We provide access for disabled individuals to all meetings and do not discriminate against any individual based on the presence of a disability. The MPO provides the following general caveat with its activities:

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

**The Older Americans Act, as amended (42 U.S.C. 6101)**

The MPO is committed through the development of its plans and programs to ensure that no person on the grounds of age, gender, race, color, sexual orientation or national origin is excluded from participation in any programs receiving financial assistance (federal or local). No person will be denied the benefits of, or be subject to discrimination in their participation in MPO programs. The MPO subscribes to its **Title VI and Non-Discrimination Plan (2020)** to meet its obligations under Title VI and in meeting defined Title VI Assurances. The MPO plans, programs and policies are vetted to assure that minority and low-income populations are not disproportionately affected by actions and outcomes of the plans, programs and policies.

The 3-C planning activities of the MPO are sensitive to the needs of the elderly and handicapped persons by:

- a. Creating a liaison with the elderly and handicapped community and service agencies on the Transportation Improvement Program.
- b. Specific notification of Transit Development Plan updates and associated activities and public meetings.
- c. A Section 504 Handicapped Transportation Services Program for Grand Forks and East Grand Forks was adopted in December 1987.

Additional opportunities take place during each city's process to approve projects and plans,

which are submitted to the MPO for consideration.

### **Provisions of the American with Disabilities Act.**

The MPO does include a statement with all its notices and agendas:

ANY INDIVIDUAL REQUIRING A SPECIAL ACCOMMODATION TO ALLOW ACCESS OR PARTICIPATION AT THIS MEETING IS ASKED TO NOTIFY EARL HAUGEN, MPO EXECUTIVE DIRECTOR AT (701) 746-2660 OF HIS/HER NEEDS FIVE (5) DAYS PRIOR TO THE MEETING. ALSO, MATERIALS CAN BE PROVIDED IN ALTERNATIVE FORMATS: LARGE PRINT, BRAILLE, CASSETTE TAPE, OR ON COMPUTER DISK FOR PEOPLE WITH DISABILITIES OR WITH LIMITED ENGLISH PROFICIENCY (LEP) BY CONTACTING THE MPO EXECUTIVE DIRECTOR (701) 746-2667 FIVE (5) DAYS PRIOR TO THE MEETING

The MPO holds all of its public meetings, open houses, Technical Advisory Committee meetings, and Policy Board meetings in ADA-compliant facilities and in locations generally considered served by public transportation. Additionally, all public notices and meeting agendas contain contact information for individuals requesting reasonable accommodations to participate in any MPO meeting.

The MPO does not own the buildings in which its offices are housed, but rather, rents the office space. The buildings are, however, ADA accessible, and provides parking and automatic doors for mobility impaired individuals, curb ramps, and an ADA accessible elevator to access MPO offices. Further, the MPO requests written statements from the building owners that the buildings are ADA compliant.

Lastly, the MPO provided the opportunity for both Grand Forks and East Grand Forks to have a new ADA Right of way Transition Plan completed. East Grand Forks accepted this offer and the MPO, together with the City of East Grand Forks and the consulting firm of SRF Consulting, Inc., prepared and developed this document. This included a public engagement opportunity at each of the key points during the process. The Plan was adopted by East Grand Forks and is being used to make process towards complying with ADA within its right of way.

### **Restrictions on influencing certain federal activities (49 CFR Part 20)**

The MPO policy is that no state or federal funds received by the agencies shall be paid to any person for the purpose of influencing the award of a federal contract, grant or loan or the entering into a cooperative agreement. No state or federal funds received by the agencies will be used directly or indirectly to influence any member of Congress, any member of the North Dakota or Minnesota State Legislatures, or any local elected official to favor or oppose the adoption of any proposed legislation pending before any federal, state or local legislative body. The MPO requires in each of its contract with consultants a provision signed by the consultant that this “anti-lobbying” provisions were met.

### **Restrictions on Procurements from Debarred or Suspended Persons/Firms (49 CFR part 29 subparts A to E**

Grantees, contractors, and subcontractors (at any level) that enter into covered transactions are required to verify that the entity (as well as its principals and affiliates) they propose to contract or subcontract with is not excluded or disqualified. Grantees, contractors, and subcontractors who enter into covered transactions also must require the entities they contract with to comply with 49 CFR 29, subpart C and include this requirement in their own subsequent covered transactions (i.e., the requirement flows down to subcontracts at all levels).

All MPO contracts are covered transactions for purposes of 49 CFR Part 29. As such, the contractor is required to verify that none of the contractor, its principals, as defined in 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945. The contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into. The MPO includes with all Requests for Proposal and Contracts a form to receive from the bidder/firm a signed statement of the responsibilities in this area.

#### **Drug Free Workplace Certification (49 CFR Part 29 sub-part F)**

The MPO as part of its Administrative Policies and Procedures, and as part of its Personnel Policies maintain a Drug Free Workforce Policy. The MPO Employee Handbook identifies The MPO's Substance Abuse Policy, which includes prohibited acts, responsibilities for enforcement, and consequences for not following the policy.

#### **Executive Order 12898 – Environmental Justice in the Metropolitan Transportation Plan**

The MPO maintains an Environmental Justice Manual (2020) to guide its implementation of the three principles of EJ. Environmental Justice areas are defined in the MPO EJ Manual. Funding is allocated as part of the UPWP to maintain an active participation and analytical approach that produces procedures that meet Environmental Justice requirements by ensuring that federally-funded transportation projects adequately consider effects on low-income and minority segments of the population.

The MPO produces with its regional and sub-regional transportation studies information documenting the effects of proposed transportation improvements on areas identified as EJ areas.

The MPO provides with the annual TIP an overlay of programmed transportation projects with the defined EJ areas to identify projects that would potentially impact EJ residents. In conjunction with its Public Participation Plan, the EJ's principle of active engagement of EJ populations is completed.

The MPO's multi-modal long range transportation plan, environmental justice analysis is done on all alternatives being contemplated to identify projects that potentially impact EJ populations. Further, in conjunction with the MPO Public Participation Plan, the EJ's principle of active engagement of EJ populations is completed.

**APPENDIX III**

**PUBLIC PARTICIPATION**

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

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

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

In December and January, separate public meetings were conducted to allow the public to comment upon the list of projects being proposed for the traditional street and highway funds. This meeting concluded with the MPO approving a list of projects to be submitted to both state DOTs for consideration of funding. The MPO also approved the listed projects as being consistent with the MPO's Metropolitan Transportation Plan.

Furthermore, a public hearing was held on April 15, 2020, during a Technical Advisory Committee Meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2021-2024 for the Minnesota side. After closing the hearing, at which no comments were received, the document was approved and adopted by the MPO Executive Committee on April 22, 2020 as the Draft 2021-2024 T.I.P. for the Minnesota side.

For the North Dakota side, a draft 2021-2024 T.I.P had a public hearing held on May 13, 2020, during a Technical Advisory Committee Meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2021-2024 for the North Dakota side. After closing the hearing, at which no comments were received, the document was approved and adopted by the MPO Executive Committee on May 20, 2020 as the Draft 2021-2024 T.I.P for the North Dakota side.

The final public hearing was scheduled for August 12, 2020, for consideration of a draft final T.I.P. by the MPO Executive Board. No comments were received and the MPO Board approved and adopted the document on August 19, 2020.

Each hearing notice is placed in a non-legal section, in a two-column advertisement format, with a minimum 10-day advance printing prior to the hearing. A copy of the notice is attached at the end of this Appendix. In addition, both the draft T.I.P. document and the final T.I.P. documents were posted on the MPO website prior to the public hearing dates. A copy of

the website showing the final T.I.P. document's availability is attached at the end of this Appendix.





## PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the Minnesota Side Draft MPO 2021 to 2024 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Due to the COVID-19 public health emergency, East Grand Forks City Hall is currently closed to the public. Members of the MPO Technical Advisory Committee will be attending this meeting electronically or telephonically. This meeting will be conducted with social distancing modifications consistent with the recommendations of the CDC. The conference call number is 218-399-3432. The hearing will start at 1:30 PM on April 15<sup>th</sup>. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The draft TIP lists all transportation improvement projects programmed to be completed between the years of 2021 to 2024 on the Minnesota side of the Red River. A separate draft for the North Dakota side will be done later and notice will be given when it is ready. A copy of the draft TIP is available for review and comment at the MPO website [www.theforksmpo.org](http://www.theforksmpo.org). Written comments on the draft TIP can be submitted to the email address [info@theforksmpo.org](mailto:info@theforksmpo.org) until noon on April 15<sup>th</sup>. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented.

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

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



## PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Draft MPO 2021 to 2024 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Due to the COVID-19 public health emergency, East Grand Forks City Hall is currently closed to the public. Members of the MPO Technical Advisory Committee will be attending this meeting electronically or telephonically. This meeting will be conducted with social distancing modifications consistent with the recommendations of the CDC. The conference call number is 218-399-3432. The hearing will start at 1:30 PM on May 13<sup>th</sup>. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The draft TIP lists all transportation improvement projects programmed to be completed between the years of 2021 to 2024 on the North Dakota side of the Red River. A separate draft for the Minnesota side was done earlier. A copy of the draft TIP is available for review and comment at the MPO website [www.theforksmpo.org](http://www.theforksmpo.org). Written comments on the draft TIP can be submitted to the email address [info@theforksmpo.org](mailto:info@theforksmpo.org) until noon on May 13<sup>th</sup>. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented.

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

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



## **PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the MPO 2021 to 2024 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Due to the COVID-19 public health emergency, East Grand Forks City Hall is currently closed to the public. Members of the MPO Technical Advisory Committee will be attending this meeting electronically or telephonically. This meeting will be conducted with social distancing modifications consistent with the recommendations of the CDC. The hearing will start at 1:30 PM on August 12th. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The Final TIP lists all transportation improvement projects programmed to be completed between the years of 2021 to 2024. A copy of the Final TIP is available for review and comment at the MPO website [www.theforksmpo.org](http://www.theforksmpo.org). Written comments on the Final TIP can be submitted to the email address [info@theforksmpo.org](mailto:info@theforksmpo.org) until noon on August 12th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes.

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






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

Screenshot of MPO website with TIP public hearing announcement



-   
Meeting Packets
-   
Transportation Plan
-   
Maps
-   
Partners
-   
Future Funded Projects



-  [Current TAC Agenda/ Packet](#)
-  [Current MPO Board Agenda/ Packet](#)
-  [Facebook](#)
-  [Weather](#)
-  [Downtown Transportation Study Virtual Open House - August 3rd - August 17th](#)

Upcoming Events

[VIEW ALL](#)

|              |  |                       |
|--------------|--|-----------------------|
| August<br>12 | <b>Technical Advisory Committee Meeting</b><br><small>( East Grand Forks City Hall Training Room )</small> | 1:30PM<br>-<br>3:30PM |
| August<br>19 | <b>MPO Executive Policy Board</b>  | 12:00PM<br>-          |

**APPENDIX IV**

**MINNESOTA SIDE**  
**PROJECTS SHOWN IN**  
**NWATP FORMAT**





# **MPO Staff Report**

## **Technical Advisory Committee: August 12, 2020**

## **MPO Executive Board: August 19, 2020**

**RECOMMENDED ACTION: Recommend Approval of Updated 2020  
Transportation Improvement Program (TIP) Procedural Manual**

Matter of the Updated TIP Procedural Manual.

**Background:** Annually, the MPO, working in cooperation with the state dots and transit operators, develop a Transportation Improvement Program (TIP), which also serves as the transit operators' Program of Projects (POP). The TIP covers a four period and identifies all transportation projects scheduled to have federal transportation funding during the four year period. The process runs over an eleven-month period with several public meetings ranging from solicitation of projects for specific programs and comments on listed projects. This point in the process is the documenting of the draft TIP.

### **Findings and Analysis:**

- The proposed TIP Procedural Manual was updated to reflect new federal requirements and programs based upon MAP-21 and FACT Acts.
- The proposed TIP Procedural Manual was discussed that numerous TAC and Board meetings for specific parts of the Manual.
- Feedback provided was given proper consideration and proposed amendments were re-distributed for additional comments.
- MPO Staff contacted State and Federal Partners for any replacements program for the previously used TELUS scoring and no particular program was identified.
- MPO staff converted the TELUS into a spreadsheet format and updated the scoring to reflect the 10 planning factors.

### **Support Materials:**

- Updated TIP Procedural Manual



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

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

**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 |
|--|---|--|--|---|-----------------------------|
| <b>FTA 5307-Urbanized Areas Formula Grants</b>                         | 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 Opearator, 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                         |
| <b>FTA 5339-Bus &amp; Bus Facility Grants &amp; Capital Assistance</b> | 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                         |
| <b>FTA 5310-Elderly &amp; Person with Disabilities</b>                 | 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                         |
| <b>FTA 5311-Rural</b>  | 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                         |
| <b>Interstate Maintenance Program</b>                                  | 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                        |
| <b>Urban Roads Local Program</b>                                       | 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 |
|---|---|---|--|--|------------------------------|
| <b>Urban Roads Regional Program</b>                                 | 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                         |
| <b>Highway Safety Improvement Program (HSIP)</b>                    | 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                         |
| <b>State Highways - Rural Program</b>                               | 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                         |
| <b>Bridge Program - mainly rural areas and "off system" bridges</b> | 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                         |
| <b>Urban Grant Program</b>  | 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                         |
| <b>County Road Program</b>  | 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 Administratg Agency (Local Govt, Planning, Operations, Etc) | Federal Administratg Agency |
|---|--|--|---|---|-----------------------------|
| Transportation Alternatives Program (TAP) | 80%  | 20%; or 100% above project cap                       | 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.  | Local Government  | FHWA                        |
| Recreational Trails                       | 80%  | 20%  | 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. | ND Parks and Recreation   | 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 |
|---|--|---|---|--|------------------------------|
| 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 30<sup>th</sup>. 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 1<sup>st</sup> 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 1<sup>st</sup> 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 30<sup>th</sup>, 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](http://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 1<sup>st</sup> – 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 1<sup>st</sup>.

**Action 13-a. October 1<sup>st</sup> – 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 1<sup>st</sup> 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 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> 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 2<sup>nd</sup>, 3<sup>rd</sup>, or 4<sup>th</sup> year of the TIP, specific project selection procedures must be followed. Project selection must be undertaken for several reasons. With time, the 2<sup>nd</sup> 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 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> 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 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> 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.

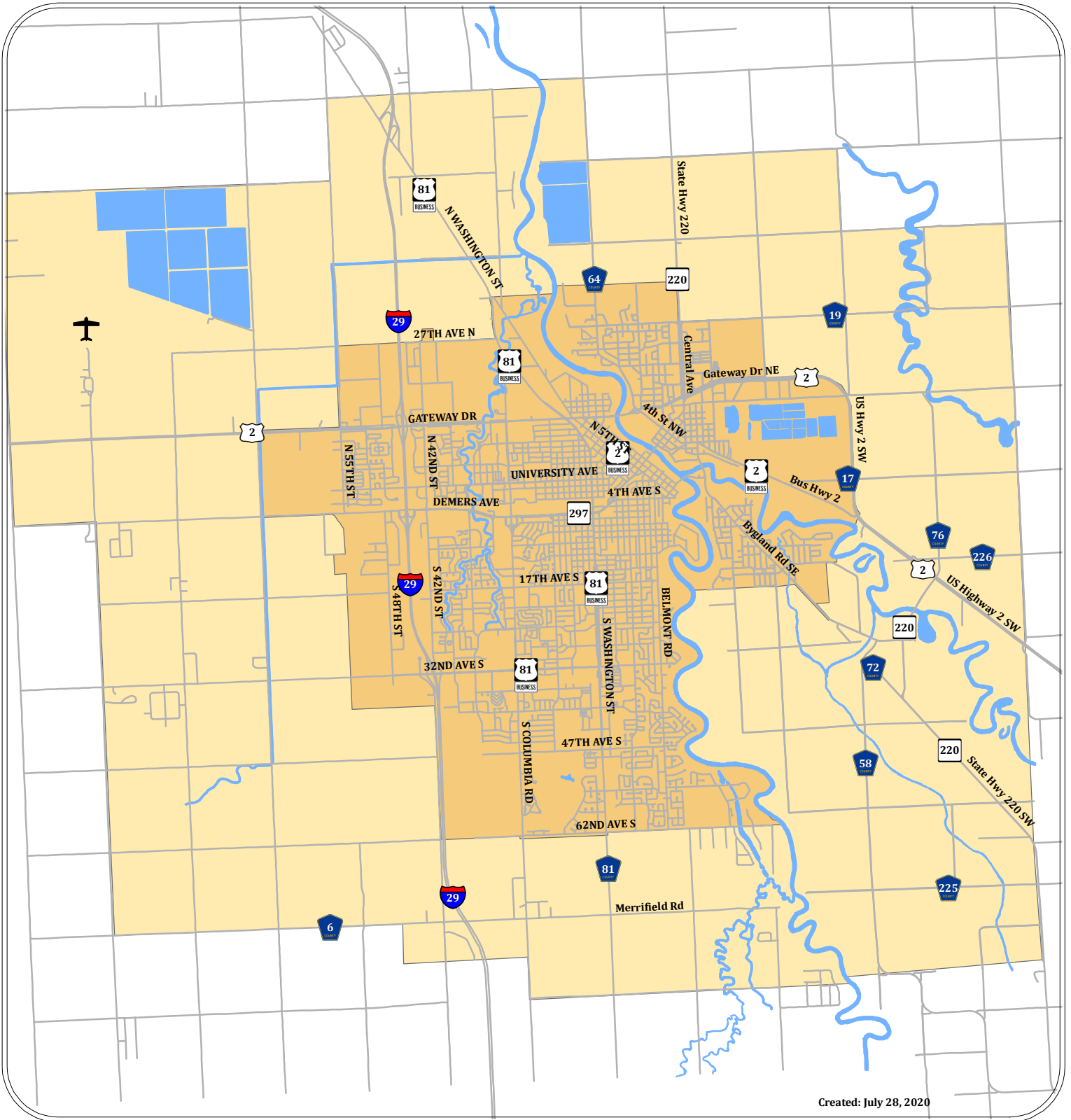
Appendices Changes The GF/EGF MPO staff may update the appendices to this document as necessary. All MPO committees, the Executive Board and all lead agencies shall be notified of such changes with appropriate explanation. Revised documents will be distributed and posted on the GF/EGF MPO website.

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**

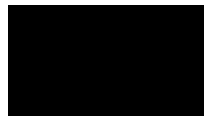
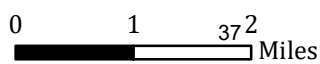
### **GF-EGF Metropolitan Planning Area**

# 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

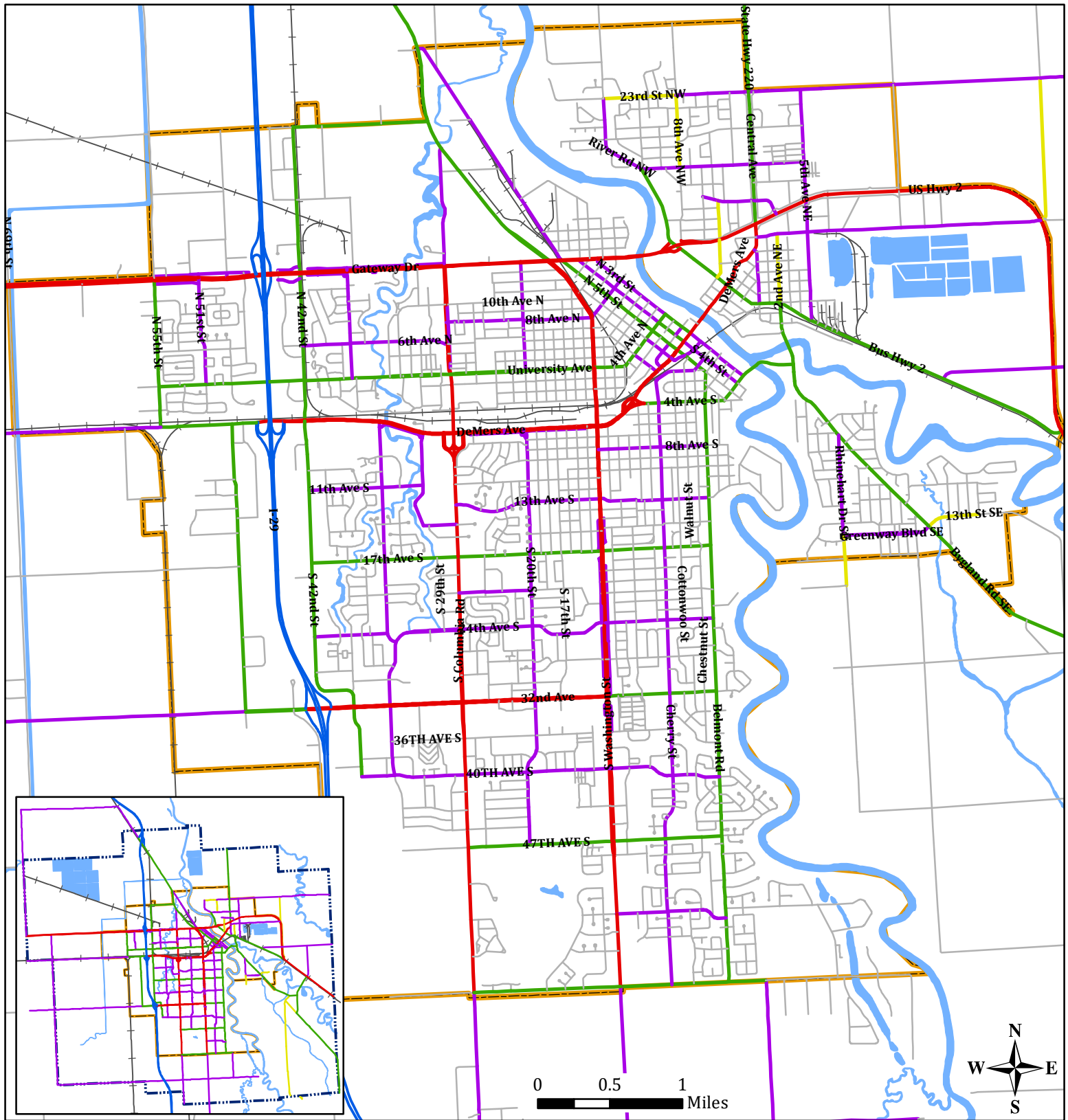




## **APPENDIX II**

### **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<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br><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<br><i>Enhance travel and tourism (GF-EGF 2045 MTP G10)</i>   | NA %   | NA pts  | 5 %    | 5 pts   |
|       | Local/Regional Factors<br><del>Factors of local or regional importance</del>   | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives  | 1 <b>Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives</b> |                        |                        |
|   | 1.1 <b>Recognize and identify investments that support current &amp; future state highway network development plan</b>                     | 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 <b>Enhance the state's economic competitiveness through the movement of goods and services</b>   | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives  | 1 <b>Identify and maintain security of critical street and highway system assets.</b>  |                        |                        |
|   | 1.1 Coordinate with regional emergency/security/hazardous materials movement   | 1                      | 0.71                   |
|   | 1.2 <b>Evaluate and manage the security of the transportation network, especially in critical areas</b>                                    | 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 <b>Support state and regional emergency, evacuation, and security plans.</b>   |                        |                        |
|   | 2.1 <b>Consistent with regional emergency and security planning system (ITS Regional Architecture)</b>                                     | 1                      | 0.71                   |
|   | 2.2 Provide necessary security training and equipment to monitor the security of the transportation infrastructure                         | 1                      | 0.71                   |
|   | 2.3 <b>Coordinate with safety/security agencies of the state to prevent harmful activities</b>   | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives  | 1 <b>Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays</b>                        | 1                      | 1.67                   |
|   | 2 Provides acceptable LOS for all state highways, intersection and facilities as recommended in LRTPs                                      | 1                      | 1.67                   |
|   | 3 <b>Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes</b>         | 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 <b>Implements recommendations in ADA, railroad or any other ROW transition plans</b>   | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives   | 1                        | <b><i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i></b> |                        |                        |
|  | 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                        | <b><i>Maintain and improve quality of life along streets and highways</i></b>  | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives   | 1                            | <b><i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i></b> |                        |                        |
|  | 1.1                          | <b><i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i></b>                              | 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                            | <b><i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i></b>                                       |                        |                        |
|  | 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                          | <b><i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i></b>  | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives   | 1                           | <b><i>Implement best practice programming and innovative financing alternatives</i></b>                            |                        |                        |
|  | 1.1                         | <b><i>Identify potential source of budget for year-round maintenance</i></b>                                       | 1                      | 1.25                   |
|  | 1.2                         | <b><i>Provide an efficient and cost-effective motorized transport system</i></b>                                   | 1                      | 1.25                   |
|  | 1.3                         | Improving operations without adding through capacity   | 1                      | 1.25                   |
|  | 2                           | <b><i>Involve all local partners in the transportation planning process.</i></b>                                   | 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<br>0 or 1 | Achieved<br>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                 | <b>Preserve railroad ROW or other existing ROW</b>  | 1                      | 2.5                    |
|   | 2                   | Contributes to better system maintenance  | 1                      | 2.5                    |
|   | 3                   | <b>Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.</b> | 1                      | 2.5                    |
|   |                     |   | Total                  | 15                     |

|   |        |   |                        |                        |
|---|--------|---|------------------------|------------------------|
| Goal 8  | Safety |   | Expected Weight (%)=   | 10                     |
| Increase safety of the transportation system for motorized and nonmotorized uses. |        |   | Assign score<br>0 or 1 | Achieved<br>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    | <b>Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts</b>   | 1                      | 1.11                   |
|   | 3.2    | <b>Ensure that roadway design and traffic control elements support appropriate and safe speeds</b>  | 1                      | 1.11                   |
|   | 3.3    | <b>Improve sight distance at signalized and un-signalized intersections</b>   | 1                      | 1.11                   |
|   | 3.4    | <b>Improve the roadway and driving environment to better accommodate drivers' needs</b>   | 1                      | 1.11                   |
|   | 3.5    | <b>Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists</b>   | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives  | 1                          | <b>Reduce state highway system vulnerability to snow and storm water</b>   |                        |                        |
|   | 1.1                        | <b>Maintain passable highways under all reasonable weather conditions</b>  | 1                      | 1.25                   |
|   | 1.2                        | <b>Strategically design and maintain state highway system to operate under all reasonable weather conditions</b>   | 1                      | 1.25                   |
|   | 1.3                        | <b>Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction</b>         | 1                      | 1.25                   |
|   | 2                          | <b>Support the region's resilience and travel reliability through efficient detour and evacuation routes</b>   |                        |                        |
|   | 2.1                        | <b>During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or</b> | 1                      | 1.25                   |
|   | 2.2                        | <b>Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incid</b>  | 1                      | 1.25                   |
|   | 2.3                        | <b>Provide auxiliary power sources to operate traffic signals when mainline power is interrupted</b>   | 1                      | 1.25                   |
|   | 2.4                        | <b>Maintain on-time project performance and implementation</b>   | 1                      | 1.25                   |
|   | 2.5                        | <b>Improve engagement of transportation system, across and between modes, partners and stakeholders</b>  | 1                      | 1.25                   |
|   |                            |  | Total                  | 10                     |

|                             |                             |  |                        |                        |
|-----------------------------|-----------------------------|--|------------------------|------------------------|
| Goal 10                     | <b>Travel &amp; Tourism</b> |  | Expected Weight (%)=   | 5                      |
| Enhance travel and tourism. |                             |  | Assign score<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives                  | 1                           | <b>Maintain convenient and intuitive state highway access to major activity centers and tourist spots</b>  |                        |                        |
|                             | 1.1                         | <b>Develop and use event traffic management plans for major activity centers such as the Alerus Center, Ralph Engelstad Arena, and Greater Grand Forks</b> | 1                      | 1                      |
|                             | 1.2                         | <b>Identify, coordinate, and communicate traffic plans for statewide simultaneous events</b>   | 1                      | 1                      |
|                             | 1.3                         | <b>Establish partnerships to foster tourism activities within state</b>  | 1                      | 1                      |
|                             | 2                           | <b>Enhance safety /easy access to tourist spots, major activity centers, Greenway Trail System and the Red River State Recreation Area</b>                 | 1                      | 1                      |
|                             | 3                           | <b>Provides landscaping/streetscaping or similar amenities</b>   | 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 implementatior 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          |
| <del>Local/Regional Factors</del> | <del>Factors of local or regional importance</del>  | 10 %         | 10 pts         | 0 %          | 0 pts          |
| <b>TOTAL</b>                      |   | <b>100 %</b> | <b>100 pts</b> | <b>100 %</b> | <b>100 pts</b> |

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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives  | 1 <b>Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objective:</b>                 |                        |                        |
|   | 1.1 <b>Recognize and identify investments that support current &amp; future street network development plan</b>  | 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 <b>Enhance the area's economic competitiveness through the movement of goods and services</b>  | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives   | 1 <b>Identify and maintain security of critical street system assets.</b>  |                        |                        |
|  | 1.1 Coordinate with regional emergency/security/hazardous materials movement                                       | 1                      | 0.71                   |
|  | 1.2 <b>Evaluate and manage the security of the transportation network, especially in critical areas</b>            | 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 <b>Support state and regional emergency, evacuation, and security plans.</b>                                     |                        |                        |
|  | 2.1 <b>Consistent with regional emergency and security planning system (ITS Regional Architecture)</b>             | 1                      | 0.71                   |
|  | 2.2 Provide necessary security training and equipment to improve the security of the transportation infrastructure | 1                      | 0.71                   |
|  | 2.3 <b>Coordinate with safety/security agencies to prevent harmful activities</b>                                  | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives   | 1 <b>Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion</b>                            | 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 <b>Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes</b>      | 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 <b>Implements recommendations in ADA ROW or any other ROW transition plans</b>  | 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<br>0 or 1   | Achieved<br>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                        | <b>Maintain and improve quality of life along streets and highways.</b>  | 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<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives   | 1                            | <b>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from local land use pla</b> |                        |
|  | 1.1                          | <b>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps</b>                         | 1 1.67                 |
|  | 1.2                          | <b>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</b>                                 | 1 1.67                 |
|  | 2                            | <b>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel need:</b>                                 |                        |
|  | 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                          | <b>Maintain and update street and highway functional classification consistent with FHWA guideline:</b>  | 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<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives   | 1                           | <b>Implement best practice programming and innovative financing alternatives</b>                         |                        |
|  | 1.1                         | <b>Identify potential source of budget for year-round maintenance</b>                                    | 1 1.25                 |
|  | 1.2                         | <b>Provide an efficient and cost-effective motorized transport system</b>                                | 1 1.25                 |
|  | 1.3                         | Improving operations without adding through capacity   | 1 1.25                 |
|  | 2                           | <b>Involve all local partners in the transportation planning process.</b>                                | 1 1.25                 |
|  | 3                           | <b>Cooperate across jurisdictional boundaries to create an integrated transportation network.</b>        | 1 1.25                 |
|  | 4                           | Maintain and update the regional ITS architecture  |                        |
|  | 4.1                         | Enhances interoperability among modal equipment and technologies   | 1 1.25                 |
|  | 5                           | <b>Demonstrates analysis of project risk in implementation</b>   | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives  | 1                   | <b>Cost effectively preserve, maintain and improve the existing transportation network systems and capacity</b> |                        |                        |
|   | 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                 | <b>Preserve railroad ROW or other existing ROW</b>  | 1                      | 3                      |
|   | 2                   | <b>Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.</b>     | 1                      | 3                      |
|   |                     |   | Total                  | 15                     |

|   |        |   |                        |                        |
|---|--------|---|------------------------|------------------------|
| Goal 8  | Safety |   | Expected Weight (%)    | 15                     |
| Increase safety of the transportation system for motorized and nonmotorized uses. |        |   | Assign score<br>0 or 1 | Achieved<br>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    | <b>Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts</b>   | 1                      | 1.875                  |
|   | 3.2    | <b>Ensure that roadway design and traffic control elements support appropriate and safe speeds</b>  | 1                      | 1.875                  |
|   | 3.3    | <b>Improve sight distance at signalized and un-signalized intersections</b>   | 1                      | 1.875                  |
|   | 3.4    | <b>Improve the roadway and driving environment to better accommodate drivers' needs</b>   | 1                      | 1.875                  |
|   | 3.5    | <b>Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists</b>   | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives  | 1                          | <b>Reduce street and highway system vulnerability to snow and storm water</b>   |                        |                        |
|   | 1.1                        | <b>Maintain passable streets and highways under all reasonable weather conditions.</b>  | 1                      | 1.25                   |
|   | 1.2                        | <b>Strategically design and maintain the street and highway system to operate under all reasonable weather conditions.</b>  | 1                      | 1.25                   |
|   | 1.3                        | <b>Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in</b>         | 1                      | 1.25                   |
|   | 2                          | <b>Support the region's resilience and travel reliability through efficient detour and evacuation route:</b>  |                        |                        |
|   | 2.1                        | <b>During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or ch</b> | 1                      | 1.25                   |
|   | 2.2                        | <b>Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain street and highway operations during incide</b>    | 1                      | 1.25                   |
|   | 2.3                        | <b>Provide auxiliary power sources to operate traffic signals when mainline power is interrupted.</b>   | 1                      | 1.25                   |
|   | 2.4                        | <b>Maintain on-time project performance and implementation</b>  | 1                      | 1.25                   |
|   | 2.5                        | <b>Improve engagement of transportation system, across and between modes, partners and stakeholders</b>   | 1                      | 1.25                   |
|   |                            |   | Total                  | 10                     |

| Goal 10                     |     | <i>Travel &amp; Tourism</i>  | Expected Weight (%)    | 5                      |
|-----------------------------|-----|--|------------------------|------------------------|
| Enhance travel and tourism. |     |  | Assign score<br>0 or 1 | Achieved<br>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<br>0 or 1  | Achieved<br>Weight (%)   |
| Objectives  | 1                 | <b>Coordinate land use and transportation planning, programming, and investments between agencies to advance county level smart growth objectives</b> |  |
|   | 1.1               |   | <b>Recognize and identify investments that support current &amp; future county road network development plan</b>   |
|   | 1.2               |   | <b>Focus on network expansion and prime corridors in areas that are contiguous to current and future developed areas</b>   |
|   | 2                 |   | <b>Enhance the state's economic competitiveness through the movement of goods and services through FM roads</b>  |
|   | 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<br>0 or 1  | Achieved<br>Weight (%)   |
| Objectives   | 1        | <b>Identify and maintain security of critical street and highway system assets.</b> |  |
|  | 1.1      |   | Coordinate with local and regional emergency/security/hazardous materials movement                             |
|  | 1.2      |   | <b>Evaluate and manage the security of the transportation network, especially in critical areas</b>            |
|  | 1.3      |   | Coordinate/improves Bridge Closure Management Plan   |
|  | 1.4      |   | Coordinate/improves Special Events Management Plan   |
|  | 2        | <b>Support state and regional emergency, evacuation, and security plans.</b>        |  |
|  | 2.1      |   | <b>Consistent with regional emergency and security planning system (ITS Regional Architecture)</b>             |
|  | 2.2      |   | Provide necessary security training and equipment to monitor the security of the transportation infrastructure |
|  | 2.3      |   | <b>Coordinate with safety/security agencies of the state to prevent harmful activities</b>                     |
| 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<br>0 or 1   | Achieved<br>Weight (%)   |
| Objectives   | 1                          | <b>Mitigate excessive travel delays by improving existing infrastructure to address traffic congestion delays</b>                |  |
|  | 2                          |  | Provides acceptable LOS for all state highways, intersection and facilities as recommended in L RTPs and address any existing LOS deficiency |
|  | 3                          | <b>Consider advances in autonomous and connected vehicle technology in the transportation planning and programming processes</b> |  |
|  | 4                          |  | Consistent with local access control regulations   |
|  | 5                          |  | Enhances the range of freight service options available to local business  |
|  | 6                          | <b>Implements recommendations in ADA, railroad or any other ROW transition plans</b>   |  |
| 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<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives   | 1                        | <b><i>Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities.</i></b>           |                        |
|  | 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                        | <b><i>Maintain and improve quality of life by implementing a transportation system that considers the needs of all potential users, including children, senior</i></b> | 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<br>0 or 1  | Achieved<br>Weight (%) |
| Objectives   | 1                            | <b><i>Effectively coordinate transportation and land use by promoting the sustainability and livability principles, goals, and objectives from regional land use plans.</i></b> |                        |
|  | 1.1                          | <b><i>Increase the use of multi-modal transportation by providing additional transit service and reducing bicycle/pedestrian network gaps.</i></b>                              | 1 1.88                 |
|  | 1.2                          | <b><i>Promote transportation improvements that support access to a mix of employment opportunities (e.g. jobs and income levels).</i></b>                                       | 1 1.88                 |
|  | 2                            | <b><i>Provide an advanced and balanced mix of local, collector, and arterial streets to help meet local and regional travel needs</i></b>                                       |                        |
|  | 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                          | <b><i>Maintain and update street and highway functional classification consistent with FHWA guidelines</i></b>  | 1 1.88                 |
|  | 2.4                          | <b><i>Improve sidewalks and walkways around transit stops, designated on-road and off-road routes</i></b>   | 1 1.88                 |
|  | 2.5                          | <b><i>Support first and last mile connections to improve travel access for nonmotorized users</i></b>   | 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<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives   | 1  | <b><i>Implement best practice programming and innovative financing alternatives</i></b>                  |                        |
|  | 1.1  | <b><i>Identify potential source of budget for year-round maintenance</i></b>                             | 1 1.25                 |
|  | 1.2  | <b><i>Optimize System Performance by preventive maintenance and rehabilitation</i></b>                   | 1 1.25                 |
|  | 1.3  | Improving operations without adding through capacity   | 1 1.25                 |
|  | 2  | <b><i>Involve all local partners, stakeholders and users in the transportation planning process.</i></b> | 1 1.25                 |
|  | 3  | <b><i>Cooperate across jurisdictional boundaries to create an integrated transportation network.</i></b> | 1 1.25                 |
|  | 4  | Maintain and update the local ITS architecture   |                        |
|  | 4.1  | Enhances interoperability among modal equipment and technologies   | 1 1.25                 |
|  | 5  | <b><i>Demonstrates analysis of project risk in implementation</i></b>                                    | 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<br>0 or 1 | Achieved<br>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                 | <b>Preserve pedestrian/bicycle, ADA, railroad ROW or other existing ROW</b>                                 | 1                      | 3                      |
|   | 2                   | <b>Identify sufficient funding for the program of projects included in GF/EGF MPO transportation plans.</b> | 1                      | 3                      |
|   |                     |   | Total                  | 15                     |

|   |        |   |                        |                        |
|---|--------|---|------------------------|------------------------|
| Goal 8  | Safety |   | Expected Weight (%)=   | 10                     |
| Increase safety of the transportation system for motorized and nonmotorized uses. |        |   | Assign score<br>0 or 1 | Achieved<br>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    | <b>Improve efficiency and effectiveness of aggressive driving/speed enforcement efforts</b>   | 1                      | 1.25                   |
|   | 3.2    | <b>Ensure that roadway design and traffic control elements support appropriate and safe speeds</b>  | 1                      | 1.25                   |
|   | 3.3    | <b>Improve sight distance at signalized and un-signalized intersections</b>   | 1                      | 1.25                   |
|   | 3.4    | <b>Improve the roadway and driving environment to better accommodate drivers' needs</b>   | 1                      | 1.25                   |
|   | 3.5    | <b>Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians/Bicyclists</b>   | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives  | 1                          | <b>Reduce county level transportation system vulnerability to snow and storm water</b>   |                        |                        |
|   | 1.1                        | <b>Maintain passable rural roads under all reasonable weather conditions</b>   | 1                      | 1.25                   |
|   | 1.2                        | <b>Strategically design and maintain county roads to operate under all reasonable weather conditions</b>   | 1                      | 1.25                   |
|   | 1.3                        | <b>Assess and mitigate any possible impacts new roadway construction may have on high water events, including proximity to waterways, construction in</b>              | 1                      | 1.25                   |
|   | 2                          | <b>Support the region's resilience and travel reliability through efficient detour and evacuation routes</b>   |                        |                        |
|   | 2.1                        | <b>During river flood events, reroute traffic consistent with the Bridge Closure Management Plan, or revised to respond to significant, observed delays or changes</b> | 1                      | 1.25                   |
|   | 2.2                        | <b>Be trained in and use established alternate routes and intelligent transportation systems (ITS) to maintain operations during incidents and temporary street o</b>  | 1                      | 1.25                   |
|   | 2.3                        | <b>Provide auxiliary power sources to operate traffic signals when mainline power is interrupted</b>   | 1                      | 1.25                   |
|   | 2.4                        | <b>Maintain on-time project performance and implementation</b>   | 1                      | 1.25                   |
|   | 2.5                        | <b>Improve engagement of transportation system, across and between modes, partners, users and stakeholders</b>   | 1                      | 1.25                   |
|   |                            |  | Total                  | 10                     |

| Goal 10                     |     | <i>Travel &amp; Tourism</i>   | Expected Weight (%)= 5 |                        |
|-----------------------------|-----|---|------------------------|------------------------|
| Enhance travel and tourism. |     |   | Assign score<br>0 or 1 | Achieved<br>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

Current  Proposed

|                                 |  | Setup Scoring Categories & Factors |                                 |                                    |                                      |
|---------------------------------|--|------------------------------------|---------------------------------|------------------------------------|--------------------------------------|
| Goals                           | Description  | Weight                             | Points                          | Weight                             | Points                               |
| <input type="text" value="1"/>  | Economic vitality<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives  | 1 <b>Coordinate land use and transportation planning, programming, and investments between agencies to advance smart growth objectives</b> |                          |                        |
|   | 1.1 <b>Recognize and identify investments that support current &amp; future needs of south end bridge development plan</b>                 | 1                        | 1.43                   |
|   | 1.2 <b>Focus on bridge expansion and prime corridors in areas that are contiguous to current and future developed areas</b>                | 1                        | 1.43                   |
|   | 2 <b>Enhance the state's economic competitiveness through the movement of goods and services</b>   |                          |                        |
|   | 2.1 <b>Prioritize access to highways, downtown, employment centers, commercial districts and main streets as critical connection</b>       | 1                        | 1.43                   |
|   | 2.2 <b>Provide high-quality infrastructure to enhance productivity and efficiency for people and freight businesses</b>                    | 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<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives   | 1 <b>Identify and maintain security of critical location of bridge system assets.</b>                   |                        |                        |
|  | 1.1 Coordinate with regional emergency/security/hazardous materials movement                            | 1                      | 0.71                   |
|  | 1.2 <b>Evaluate and manage the security of the transportation network, especially in critical areas</b> | 1                      | 0.71                   |
|  | 1.3 Coordinate/improves Bridge Closure Management Plan  | 1                      | 0.71                   |
|  | 1.4 <b>Coordinate/improves Special Events Management Plan</b>   | 1                      | 0.71                   |
|  | 2 <b>Support state and regional emergency, evacuation, and security plans.</b>                          |                        |                        |
|  | 2.1 Consistent with regional emergency and security planning system (ITS Regional Architecture)         | 1                      | 0.71                   |
|  | 2.2 <b>Provide necessary security training and equipment</b>  | 1                      | 0.71                   |
|  | 2.3 <b>Coordinate with safety/security agencies of the state to prevent harmful activities</b>          | 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<br>0 or 1  | Achieved<br>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<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives   | 1 | <b>Implements landscaping/streetscaping in and around bridge</b>    | 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 | <b>Incorporate green technologies in the Bridge Management Plan</b> | 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<br>0 or 1   | Achieved<br>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 | <b>Examine the need for a south end bridge to improve connectivity to GF-EGF metropolitan area</b> | 1                        | 3                      |
|  | 4 | <b>Incorporate sidewalks and walkways</b>  | 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<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives   | 1                           | Use ITS technology  | 1                        | 1.25                   |
|  | 2                           | <b>Identify potential source of budget for year-round maintenance</b>                                 | 1                        | 1.25                   |
|  | 3                           | <b>Improve pavement managements system</b>  | 1                        | 1.25                   |
|  | 4                           | Improve operations without adding capacity  | 1                        | 1.25                   |
|  | 5                           | <b>Coordinate/improves Bridge Closure Management Plan</b>   | 1                        | 1.25                   |
|  | 6                           | <b>Incorporate inspection to maintain high sufficiency rating</b>                                     | 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<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives  | 1                   | <b>Efficiently preserve and maintain the bridges in a state of good repair</b>                   | 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                   | <b>Balance between existing railroad ROW or other ROW and pedestrian/bicycle network systems</b> | 1                        | 3                      |
|   |                     |  | Total                    | 15                     |

|   |        |  |                          |                        |
|---|--------|--|--------------------------|------------------------|
| Goal 8  | Safety |  | Expected Weight (%) = 10 |                        |
| Increase safety of the transportation system for motorized and nonmotorized uses. |        |  | Assign score<br>0 or 1   | Achieved<br>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      | <b>Coordinate with other public safety agencies to ensure safety of the bridge operation</b>                       | 1                        | 1.67                   |
|   | 3      | Consistent with Strategic Highway Safety Plan  | 1                        | 1.67                   |
|   | 4      | <b>Enhance public safety for nonmotorized users</b>  | 1                        | 1.67                   |
|   | 5      | <b>Incorporates appropriate traffic control devices and new technologies to reduce travel delay</b>                | 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  | <b>Resiliency and Reliability</b> |  | Expected Weight (%) = 10 |                        |
| Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation |                                   |  | Assign score<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives  | 1                                 | <b>Achieve resiliency &amp; reliability of transportation services/facilities to the current and future impacts of extreme weather</b> | 1                        | 2.5                    |
|   | 2                                 | <b>Maintain on-time project performance and implementation</b>   | 1                        | 2.5                    |
|   | 3                                 | <b>Improve engagement of transportation system, across and between modes, partners and stakeholders</b>                                | 1                        | 2.5                    |
|   | 4                                 | <b>Response efficiently to severe weather (snow and rain) and other stresses on bridge management</b>                                  | 1                        | 2.5                    |
|   |                                   |  | Total                    | 10                     |

|                             |                             |  |                        |                        |
|-----------------------------|-----------------------------|--|------------------------|------------------------|
| Goal 10                     | <b>Travel &amp; Tourism</b> |  | Expected Weight (%) =  | 5                      |
| Enhance travel and tourism. |                             |  | Assign score<br>0 or 1 | Achieved<br>Weight (%) |
| Objectives                  | 1                           | <b><i>Establish partnerships to foster tourism activities within MPO</i></b>   | 1                      | 1.25                   |
|                             | 2                           | <b><i>Enhance safe/easy access to tourist spots, Greenway Trail System and the Red River State Recreation Area for travelers and tourists</i></b>                      | 1                      | 1.25                   |
|                             | 3                           | <b><i>Expand and modernize facilities, systems, and technology to meet demand, improve customer service experience and increase transit access to destinations</i></b> | 1                      | 1.25                   |
|                             | 4                           | <b><i>Provides landscaping/streetscaping or similar amenities in and around the bridge</i></b>   | 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  | <b>Economic Vitality</b>   |   | 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<br>0 or 1  | Achieved<br>Weight (%) |
| Objectives  | 1  | <b>Consistent with local, regional or state nonmotorized economic development plans</b> | 1                       | 1                      |
|   | 2  | <b>Serves access to school, jobs, business and opportunities for nonmotorized users</b> | 1                       | 1                      |
|   | <b>Advance smart growth objectives</b>   |   | 1                       | 1                      |
|   | 3  | <b>Improves connection to intermodal transportation system</b>                          | 1                       | 1                      |
| 4   | <b>Attract/retain quality resident and commerce by providing efficient recreational trail system</b> | 1   | 1                       |                        |
|   |  |   | Total                   | 5                      |

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

|  |                                   |   |                          |                        |
|--|-----------------------------------|---|--------------------------|------------------------|
| Goal 3   | <b>Accessibility and Mobility</b> |   | Expected Weight (%) : 10 |                        |
| Increase the accessibility and mobility options to people and freight by providing more nonmotorized choices |                                   |   | Assign score<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives   | 1                                 | Provides acceptable LOS for facility as recommended in LRTP   | 1                        | 2                      |
|  | 2                                 | <b>Provide a complete bicycling and pedestrian network that connects to schools, destinations and other transportation modes and facilities</b> | 1                        | 2                      |
|  | 3                                 | <b>Improve existing infrastructure to address current needs in local neighborhoods/communities</b>  | 1                        | 2                      |
|  | 4                                 | <b>Provide easy access to Greenway Trail System and the Red River State Recreation Area</b>   | 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<br>0 or 1   | Achieved<br>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                        | <b><i>Incorporates innovative stormwater management techniques</i></b> | 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<br>0 or 1   | Achieved<br>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                            | <b><i>Improve sidewalks and walkways around transit stops, designated on-road and off-road bike routes</i></b>                | 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<br>0 or 1   | Achieved<br>Weight (%) |
| objectives   | 1                           | <b><i>Provide an efficient and cost effective nonmotorized transport system</i></b>        | 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<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives  | 1                   | <b>Preserve, maintain and improve the existing safe school route, bicycle and sidewalk network systems</b> | 1                        | 2.5                    |
|   | 2                   | Emphasizes system rehabilitation rather than expansion   | 1                        | 2.5                    |
|   | 3                   | Incorporates new technologies  | 1                        | 2.5                    |
|   | 4                   | <b>Maintain and improve existing Greenway Trail System and the Red River State Recreation Area</b>         | 1                        | 2.5                    |
|   | 5                   | <b>Incorporate cost-effective maintenance and preservation of the existing pavement</b>                    | 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<br>0 or 1   | Achieved<br>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  | <b>Resiliency and Reliability</b> |  | Expected Weight (%) : 10 |                        |
| Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation |                                   |  | Assign score<br>0 or 1   | Achieved<br>Weight (%) |
| Objectives  | 1                                 | <b>Achieve resiliency and reliability of transportation services/facilities to the current and future impacts of extreme weather</b> | 1                        | 2                      |
|   | 2                                 | <b>Maintain on-time project performance and implementation</b>   | 1                        | 2                      |
|   | 3                                 | <b>Improve engagement of transportation system, across and between modes, partners and stakeholders</b>                              | 1                        | 2                      |
|   | 4                                 | <b>Response efficiently to severe weather and other stresses on the nonmotorized transportation system</b>                           | 1                        | 2                      |
|   | 5                                 | <b>Maintain sidewalks, school and bicycle routes promptly to ensure that pedestrian and bicycle facilities remain usable for all</b> | 1                        | 2                      |
|   |                                   |  | Total                    | 10                     |

|                             |                             |   |                        |                        |
|-----------------------------|-----------------------------|---|------------------------|------------------------|
| Goal 10                     | <i>Travel &amp; Tourism</i> |   | Expected Weight (%) :  | 5                      |
| Enhance travel and tourism. |                             |   | Assign score<br>0 or 1 | Achieved<br>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 porject 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.

| <b>Regulatory Citation (23 CFR)</b> | <b>Key Content of Rule</b>                          | <b>Review Guidance</b>  | <b>Included in TIP?</b> | <b>If yes, which page(s)?</b> |
|-------------------------------------|---|---|-------------------------|-------------------------------|
| 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 <b>total</b> 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         |                        |

| <b>Regulatory Citation (23 CFR)</b> | <b>Key Content of Rule</b>      | <b>Review Guidance</b>  | <b>Included in TIP?</b> | <b>If yes, which page(s)?</b> |
|-------------------------------------|---------------------------------|---|-------------------------|-------------------------------|
| 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           |                               |



| <b>Regulatory Citation (23 CFR)</b> | <b>Key Content of Rule</b>           | <b>Review Guidance</b>  | <b>Included in TIP?</b> | <b>If yes, which page(s)?</b> |
|-------------------------------------|--------------------------------------|---|-------------------------|-------------------------------|
| 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:



# **MPO Staff Report**

## **Technical Advisory Committee:**

**August 12, 2020**

## **MPO Executive Board: August 19, 2020**

### **RECOMMENDED ACTION: Update on Unified Planning Work Program for 2021 & 2022**

Matter of the Update for Unified Planning Work Program 2021 & 2022.

**Background:** The MPO prepares a work program listing the activities that will be accomplished with the consolidated planning grant from the USDOT. The program is titled the Unified Planning Work Program and covers a two-year period. The MPO will prepare a new work program listing the activities that will be accomplished with the federal Consolidate Planning Grant (CPG) (estimated \$550,000 each year) and a planning grant from Minnesota (estimated at \$12,000 each year), which helps off-set local match. The base budget, with all match, calculates to \$688,000 per year. Often, activities “carry-over” and the budgets carry with the activity.

We are currently starting the EGF Land Use Plan update, GF Land Use Plan update and the Future Bridge Traffic Impact Study; these will carry-over into 2021. We are also scheduled to update Transit Development Plan (TDP); this will be done through a consultant. For 2022, we will begin the update to our Bike/Ped Plan and the Street/Highway Plan. We are basically completing the previously identified plan of action” to ensure our MTP is updated in time. See the attached page.

MPO staff anticipates roughly \$50,000 available in 2021 and have identified a new aerial photo as the activity. Few funds are being likely to be available for any additional studies in 2022. A possibility that additional funding can be obtained specifically for the Transit Development Plan. How much is a wide range, as identified thus far as possible sources. If these funds can be obtained, there is a possibility of “freeing” funds to consider another activity. **Are there activities out there to consider?** One recent announcement from FHWA-ND has made is the reversal of MPO funding pavement management; MPO can again.

The purpose of this agenda item is to solicit work activities from our member units of local government. **We encourage dialog with MPO staff to ensure activities being contemplated are eligible for MPO resources prior to submission.** The NDDOT, as our lead state agency, wants a fully adopted Work Program submitted by November 1<sup>st</sup>. This means we need to vet the final draft during the October TAC and Board meetings. Towards the end of FY2021, we will revisit the FY2022 UPWP to either confirm the activities and/or make amendments.

### **Findings and Analysis:**

- The MPO is required to prepare a Unified Planning Work Program.
- The activities are to occur over a two-year period of 2021-2022.
- Limited funding beyond the “require” MPO activities (MTP, TIP, etc.) may be available.
- The activities must have the support of each Local Unit of Government; therefore, any request for MPO involvement must be vetting through the local unit of government prior to being submitted to the MPO.
- We re-visit the second year towards the end of the first year.

**Support Materials:**

- Timeline to Update MTP

# Timeline to 2050 MTP Update

| Year Begin   | Activity        | Year Completion | Consultant |
|--------------|-----------------|-----------------|------------|
| Jan. 1, 2019 | ITS Reg. Arch.  | Dec. 31, 2019   | ATAC       |
| Jan. 1, 2020 | GF 2050 LU      | Dec 31, 2021    | YES        |
| Jan. 1, 2020 | EGF 2050 LU     | Dec 31, 2021    | YES        |
| Jan. 1, 2021 | Bike/Ped Update | Dec. 31, 2022   | YES        |
| Jan. 1, 2021 | TDP Update      | Dec. 31, 2022   | YES        |
| Jan. 1, 2022 | 2050 MTP Update | Jan. 31, 2024   | YES        |

5 year cycle with the MTP ending on Jan 31 2024



# **MPO Staff Report**

## **Technical Advisory Committee:**

**August 12, 2020**

## **MPO Executive Board: August 19, 2020**

**RECOMMENDED ACTION: Update on NDDOT Statewide Long Range Transportation Plan.**

Matter of the Update for NDDOT Statewide Long Range Transportation Plan.

**Background:** The MPO staff has previously informed its MPO members of the NDDOT's updating its statewide transportation plan. **NDDOT staff and consultants have sent the attached as a monthly update on the effort.**

From the NDDOT Press Release:

The North Dakota Department of Transportation (NDDOT) is launching Transportation Connection, a Long Range Transportation Plan that will look out more than 20 years into the future and help identify plausible scenarios for transportation in the state.

"Transportation Connection is our opportunity to make transportation easy, safe and accessible for everyone in the years to come. North Dakotans' voices and ideas are essential to its success. We want to hear from them directly," said Bill Panos, NDDOT Director.

The NDDOT will use online engagement opportunities, surveys, videos, social media and direct conversations to collect information to help shape the future of transportation in North Dakota. Due to the rapidly changing nature of the COVID-19 pandemic, the NDDOT will slowly introduce in person outreach as appropriate.

The tentative project timeline will be as follows:

- **Spring** – Stakeholder coordination and planning
- **Summer** – Public, tribal and stakeholder online meetings and surveys
- **Fall** – Needs assessment, plan preparation and scenario planning
- **Winter** – Plan development and implementation

NDDOT shall coordinate its planning with the MPO's transportation planning activities. NDDOT has indicated that this update will be a more extensive effort and will expand upon the new paradigms in transportation planning. Since this is the first update since the requirements of performance based planning and programming, the NDDOT will also address these new requirements into its document.

There are many similarities to the MPO planning process. There are two major differences that need to be pointed out. First, the Forks MPO must coordinate with two statewide long range transportation plan to craft a Metropolitan Transportation Plan. Second, the MPO has very specific fiscal planning and fiscal constraints on its plan. NDDOT is not required to have this same level of detail.

Further information can be found at: <http://www.transportationconnection.org>

MnDOT has also announced it will be updating its statewide long range transportation plan. Their effort has started later and is not yet to the same level as NDDOT. In the future, MnDOT will also be engaging the TAC and Board on its efforts.

At some point, the MPO staff has indicated to both states that it would be ideal if both state efforts could be discussed at the same TAC and Board meetings.

### **ANALYSIS AND FINDINGS OF FACT:**

- The MPO and NDDOT must cooperatively work together in finalizing their respective transportation plans.
- A website specific to the NDDOT Statewide Transportation Plan update has been created.

### **SUPPORT MATERIALS:**

- Information submitted by NDDOT.

# Transportation Connection

**MPO Update – August 2020**



# What Are We Doing?

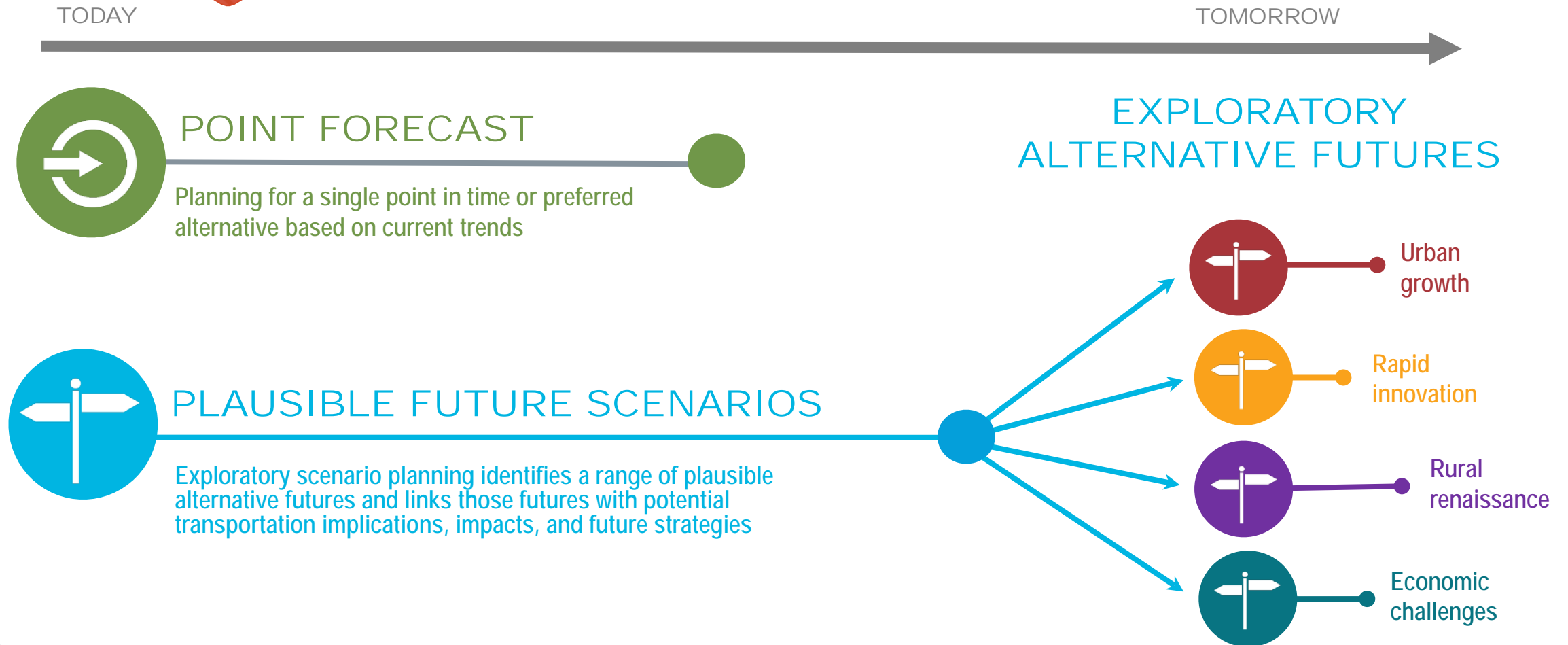
- **Continuing our partner and public outreach**
  - Social media and website updates - ongoing
- **Recent statewide virtual events and forums**
  - ND Local Technical Assistance Program Meeting – July 21
  - Active Transportation Summit – July 23
  - Transportation Connection en Español Forum – July 28
- **Upcoming statewide virtual events**
  - North Dakota Department of Emergency Services – Aug 19
  - Statewide Virtual Input Meeting – Aug 31
- **Launching scenario planning exercises**
  - Visit [www.transportationconnection.org](http://www.transportationconnection.org) in 3<sup>rd</sup> week of August to weigh in on North Dakota's future



# How Can You Be Involved?

- Let us know how you think North Dakota might change over the next 25 years
- Visit us at [www.transportationconnection.org/scenarios](http://www.transportationconnection.org/scenarios) to take a brief interactive tour of alternative future scenarios
- Let us know how you think future trends and uncertainties will shape future transportation systems, services, needs, and priorities
- Share with your professional and personal networks

# How Can We Envision the Future?



# How Might North Dakota Change?

- What are some of the major trends and disruptors you see coming to North Dakota?
- What major uncertainties or risks are out there?
- What will be the most significant drivers of change in the next 15, 25 years?



Imagine If.....

...Four Potential Alternative Futures for ND



**Rural Renaissance**



**Centers and Cities**



**Smart and Connected**



**Ghost Towns**

# Let Us Know What You Think!

Visit [www.transportationconnection.org/scenarios](http://www.transportationconnection.org/scenarios) in the third week of August to let us know what you think the future holds

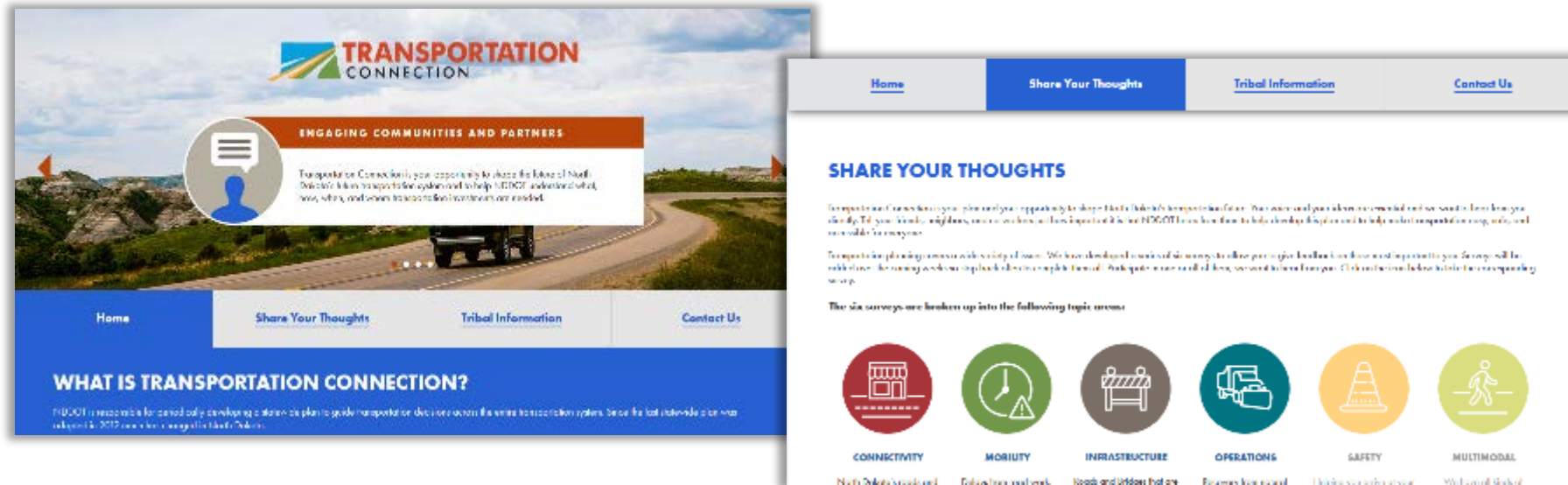


# Scenario Planning Next Steps

- Gather broad input on scenarios and strategies
- Compile ideas on trends, opportunities, challenges, and actions
- Identify cross-cutting strategies that may make sense across all futures
- Develop a future-forward framework for Transportation Connection
- Stay tuned!
  - We will present to the MPO technical and policy committees in **September** on scenario planning results and to hear what you think of performance expectations, and a draft vision and goals framework.

# Where Can You Learn More?

[www.transportationconnection.org](http://www.transportationconnection.org) or [www.dot.nd.gov/projects/lrtp/](http://www.dot.nd.gov/projects/lrtp/)



[www.facebook.com/TransportationConnection/](http://www.facebook.com/TransportationConnection/)



[www.twitter.com/ndlrtp](http://www.twitter.com/ndlrtp)



[www.instagram.com/transportationconnection/](http://www.instagram.com/transportationconnection/)



**MPO UNIFIED PLANNING WORK PROGRAM -  
UPDATE , 2020**

**TABLE OF CONTENTS- UPDATE August, 2020**

**TRANSPORTATION PLAN UPDATE AND IMPLEMENTATION  
ACTIVITIES**

| AREA                                  | TASK   | %   | ORIGINAL<br>COMPLETION<br>DATE | PROJECTED<br>COMPLETION<br>DATE |
|---------------------------------------|--|-----|--------------------------------|---------------------------------|
| Grand Forks Land Use Plan Update      | Due to Covid-19, the timeline presented in March regarding the release of the RFP will be delayed at least until September 2020. The start of identifying a Land Use Plan Steering Committee has started.  | 8%  | 31-Dec-20                      | 31-Dec-21                       |
| East Grand Forks Land Use Plan Update | With the contract signed and the selection process meeting the scrutiny of NDDOT, the initial "kick-off meeting between the consulting team and City/MPO staff was held. Work is underway  | 30% | 30-Jun-21                      | 31-Dec-21                       |
| Future Bridge Traffic Impact Study    | A Hydraulic Study Report has been distributed and presentation have been made to both City Councils. The impact results indicated there is a likelihood that any of the 3 sites could have a future bridge. Further discussions will be occurring.                               | 4%  | 31-Dec-20                      | 30-Jun-21                       |
| Downtown Transportation Study         | Completion date is being moved to end of November; 3rd Steering committee was held on June 24th; KLJ presented the Alternative Analysis Report; the Committee is reviewing the alternatives to rank and give priority order; a 2nd public engagement meeting is being scheduled; | 80% | 30-Jun-20                      | 30-Nov-20                       |
| Traffic Count Program                 | Vision Camera Data Collection & Traffic Analysis Enhancements.   | 80% | On-going                       |                                 |



# Grand Forks - East Grand Forks DOWNTOWN TRANSPORTATION STUDY

GONE VIRTUAL

## WHY THIS STUDY?

Downtown Grand Forks and East Grand Forks must balance vehicles, freight, transit, bicyclists, pedestrians, taxis and ride-hailing, and parking. This transportation study will focus on developing an integrated, connected, and context-sensitive multimodal network to support vibrant and resilient downtowns.

## WHY THIS MEETING?

Downtown Grand Forks and East Grand Forks traffic contains many different users vying for the same space. Earlier we heard the communities' thoughts on the downtown transportation issues and opportunities. The project team used that feedback and developed and analyzed nearly 40 different solutions to improve the downtown transportation spaces for drivers, walkers, bikers, and transit riders. Now, we want to hear your thoughts on which solutions should be prioritized for implementation.

## HOW CAN I GET INVOLVED?

Due to COVID-19, this meeting will be held entirely virtually on the project website:  
[www.dtforksmobility.com](http://www.dtforksmobility.com).

On the website you'll be able to:

- Review project documents completed so far.
- Watch video summaries of the issues and alternatives.
- Provide comments on the alternatives using a map-based survey.

You can also send comments directly to:  
Bethany Brandt-Sargent, Engagement Coordinator  
728 East Beaton Drive  
West Fargo, ND 58078

Or send an email to  
[Bethany.brandt-sargent@kljeng.com](mailto:Bethany.brandt-sargent@kljeng.com) with  
"Downtown Transportation Study" in the subject line.

Information regarding the Downtown Transportation Study can be found on the project's website:  
[www.dtforksmobility.com](http://www.dtforksmobility.com)




WE'RE GOING  
**VIRTUAL!**

**VIRTUAL OPEN HOUSE**  
AUGUST 3<sup>RD</sup> - AUGUST 17<sup>TH</sup> 2020  
[www.dtforksmobility.com](http://www.dtforksmobility.com)



The Grand Forks - East Grand Forks Metropolitan Planning Organization will consider every request for reasonable accommodation. To request accommodations, contact Earl Haugen at 701-746-2660 or [earl.haugen@theforksmplanning.org](mailto:earl.haugen@theforksmplanning.org)

ENGINEERING, REIMAGINED