



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

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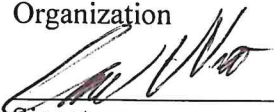
REPRESENTING:
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& ZONING COMMISSION

**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



Signature

Clarence Vetter
Chair

8-19-20
Date

North Dakota Department
of Transportation



Signature

Paul M. Benning
Director

8-31-2020
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.

8/19/20
Date



Clarence Vetter, Chairman

8/19/20
Date



Earl Haugen, Executive Director

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

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

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

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

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

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

8-19-20

Date



Clarence Vetter
Chairman



Earl T. Haugen,
Executive Director

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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 st 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 21st
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.

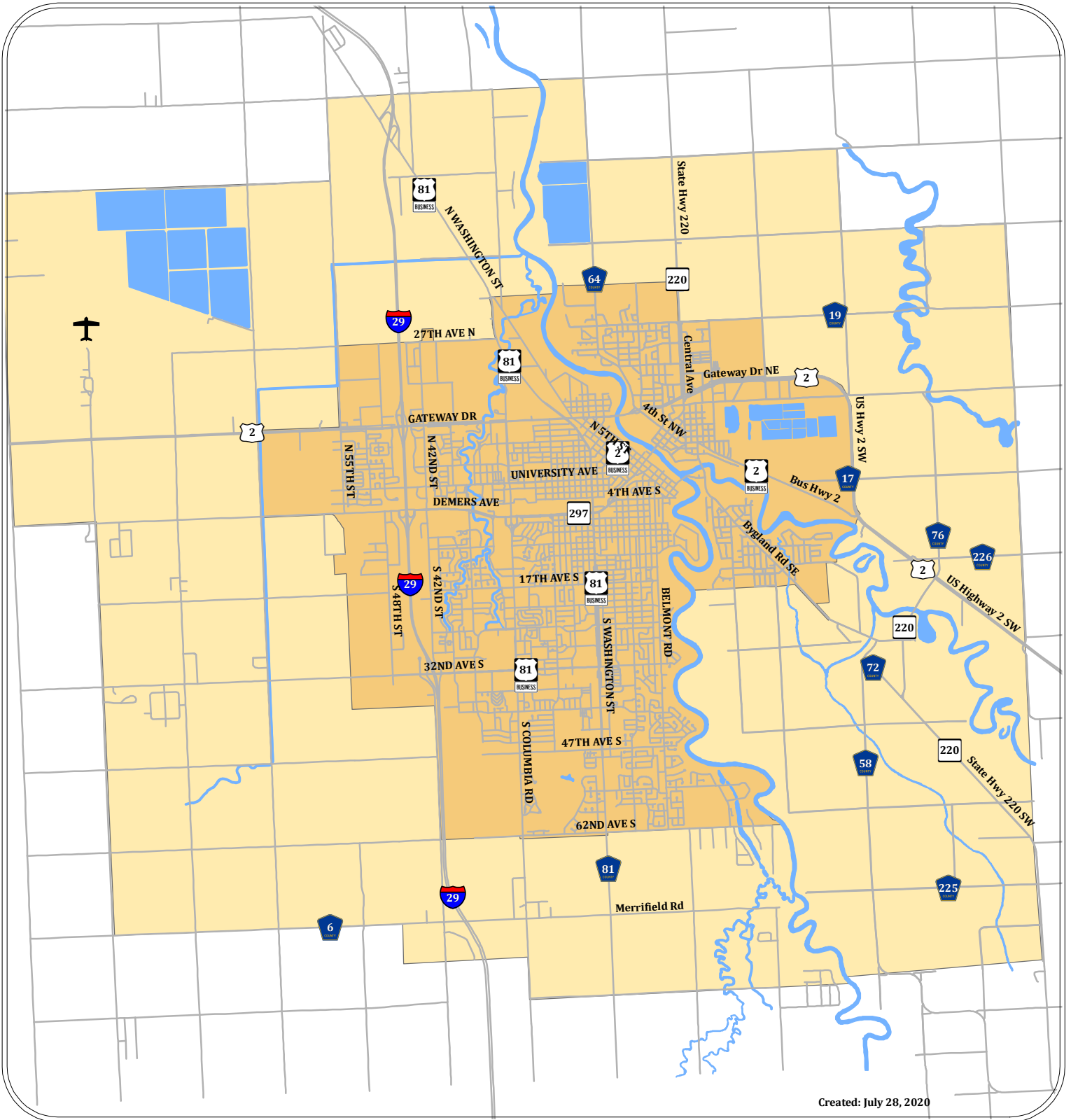
The Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) require that in order for certain projects to be funded with federal assistance, those projects must be included in a Transportation Improvement Program (TIP) approved by the appropriate Metropolitan Planning Organization (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.

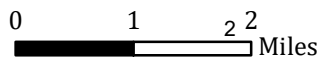
The MPO staff worked with the local communities and State Departments of Transportation to prepare the FY 2021-2024 Transportation Improvement Program for the Grand Forks-East Grand Forks Metropolitan Area. The MPO has utilized its project prioritization process as documented in its TIP Process Manual.

Grand Forks- East Grand Forks Metropolitan Planning Organization Planning Area



Created: July 28, 2020

- Adjusted Federal Aid Urbanized Area
- MPO Planning Area
- Interstate
- US Highway
- US Business Highway
- State Highway
- County 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 32nd 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.

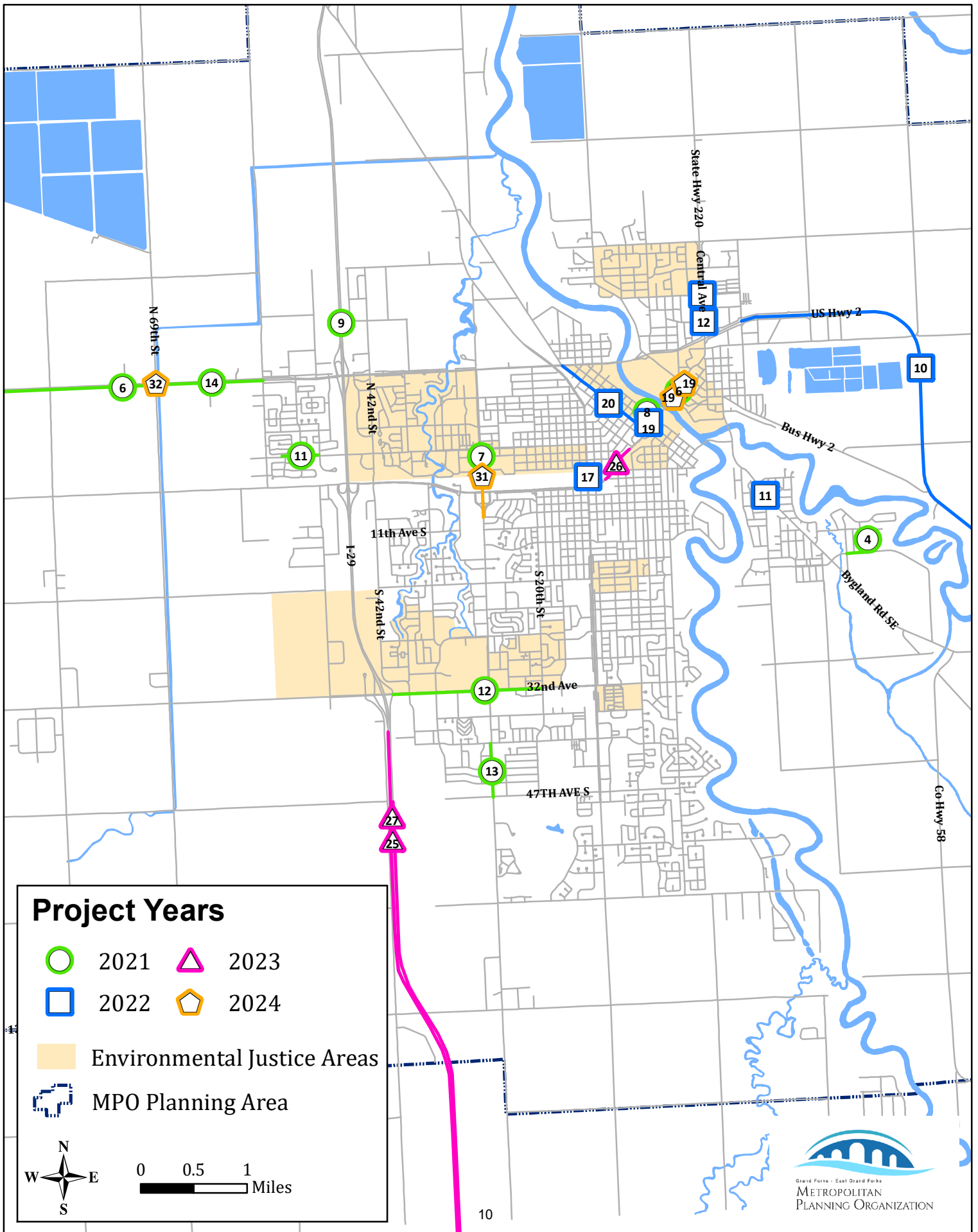
Overall, the TIP projects for 2021-2024 appear to be well dispersed temporally and spatially throughout the metropolitan area. Thus, any negative impacts resulting from the

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. 3rd 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 Partnership¹ (ATP) to develop the list of transportation capital and operating assistance projects. Local funding for East Grand Forks projects has been assured by the City Administrator's Office.

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

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

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

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

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

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

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

Bikeway Funding

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

Transit Funding

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

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

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

GRAND FORKS, NORTH DAKOTA

Highway Funding

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

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

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

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

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

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

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

Bikeway Funding

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

Transit Funding

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

TABLE #4					
North Dakota Side Finances by Year					
Revenues					
(shown in \$1,000)					
		2021	2022	2023	2024
Transit	Operations	\$3,410.90	\$3,496.17	\$3,583.58	\$ 3,673.17
Transit	Capital	\$560.30	\$16.00	\$16.40	\$ 16.81
Street	P.E.	\$0.00	\$0.00	\$0.00	\$ -
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$ -
Street	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
Expenditures					
(shown in \$1,000)					
		2021	2022	2023	2024
Transit	Operations	\$3,410.90	\$3,496.17	\$3,583.58	\$ 3,673.17
Transit	Capital	\$560.30	\$16.00	\$16.40	\$ 16.81
Street	P.E.	\$0.00	\$0.00	\$0.00	\$0.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$0.00
Street	CONSTR.	\$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

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								
				Year	Year	Year	Year	
				2021	2022	2023	2023	
				REVENUES				
Minnesota Federal Aid System								
MnDOT				\$	268,353	\$ 276,404	\$ 284,696	\$ 293,237
East Grand Forks								
total				\$	<u>218,847</u>	\$ <u>225,413</u>	\$ <u>232,175</u>	\$ <u>239,140</u>
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				\$	<u>586,340</u>	\$ <u>603,930</u>	\$ <u>622,048</u>	\$ <u>640,709</u>
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		AND SOURCE OF FUNDING						2021	2022	2023	2024	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
Grand Forks #1 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 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										
	Grand Forks	Operations		East Grand Forks pays \$521,848 is shown as OTHER UND pays \$390,500 for Shuttle service full year in OTHER The Federal and Local revenues may be replaced by CARES					Operations	3,410.90				
	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 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital		NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.					Operations					
	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	FUTURE EXPENDITURES					
				AND SOURCE OF FUNDING						ELEMENT	2021	2022	2023	2024		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	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.	CONSTR.	TOTAL				
Grand Forks #3 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	Operating	REMARKS:											
	Grand Forks	Operating														
	Fixed Route	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
					375.00	295.23			79.21							
					FTA #5339 Capital					TOTAL	375.00					
Grand Forks #4 No PCN	Grand Forks	NA	Replace 2 ADA mini-vans	Operating	REMARKS:											
	Grand Forks	Operating														
	Fixed Route Paratransit and/or Senior Service	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
					79.60	63.68			15.92							
					FTA #5310					TOTAL	79.60					
Grand Forks #5 No PCN	Grand Forks	NA	Funding to continue the Mobility Manager position	Operating	REMARKS:											
	Grand Forks	Operating														
	Fixed Route Paratransit and/or Senior Service	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.					
					90.70	72.56			18.14							
					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	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 Work is on westbound lane	REMARKS: Eastern three miles in the MPO Study Area Amount in the MPO Planning area is 4,800,000 with federal amount of \$3,850,000.										
	NDDOT	Principal Arterial							Operations					
PCN	Reconstruction	Discretionary	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	R.O.W.					
			13,599.00	11,006.00	2,594.00	0.00	0.00	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	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	R.O.W.					
			6,244.00	4,376.00	0.00	0.00	1,868.00	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: Governor's Main Street Program award										
	Grand Forks	Minor Arterial							Operations					
PCN	Reconstruction	Discretionary	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	R.O.W.					
			3,458.00	2,447.00	0.00	0.00	1,011.00	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							Operations	2021	2022	2023	2024	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
				FUNDING SOURCE										
Grand Forks #9 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.					
				432.00	389.00	43.00	0.00	0.00	CONSTR.	432.00				
				Interstate Maintenance					TOTAL	432.00				
Grand Forks #10 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.					
				700.00	630.00		0.00	70.00	CONSTR.	700.00				
				Highway Safety Improvement Program					TOTAL	700.00				
Grand Forks #11 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.					
				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) 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	R.O.W.	CONSTR.	TOTAL	TOTAL	TOTAL	TOTAL						
		CONSTR.																		
Grand Forks #12 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 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	R.O.W.		NA			
					3,496.17	1,223.24	265.58	935.16	1,072.20	CONSTR.		NA		
				FTA 5307 (50/50)					TOTAL		3,496.17			
Grand Forks #16 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: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA			
					16.00	12.80	0.00	0.00	3.20	CONSTR.		NA		
				FTA 5307 (80/20)					TOTAL		16.00			
				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

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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.		
				FUNDING SOURCE					TOTAL						
Grand Forks #17 PCN 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 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 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 PCN 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

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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 PCN 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 No PCN			Intentionally left blank	REMARKS:												
									TOTAL							
Grand Forks #22 PCN			Intentionally left blank	REMARKS:												
									TOTAL							

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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 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 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital										NA		
	Fixed-Route Transit Service	Entitlement		NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA	
					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.										

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

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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.					
				FUNDING SOURCE					TOTAL					
Grand Forks #28 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). Excludes FTA Programs 5309 and 5310 costs	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other										
	Grand Forks	Operations											3,673.17	
	Fixed-Route Transit Service	Entitlement												NA
														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 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	REMARKS:										
	Grand Forks	Capital											NA	
	Fixed-Route Transit Service	Entitlement											16.81	
													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										
				Net Operating is shown before Fed, State & Local Matching Funds are applied.										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2021	2022	2023	2024	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		FUNDING SOURCE					Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #30 PCN	Grand Forks	varies	The NDDOT will rehab traffic signals on the Urban Regional Roads system throughout Grand forks	REMARKS: This project is pending funding in 2024 and if not will be funded in 2025.										
	NDDOT	varies												
	ITS Rehab	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				6,200.00	4,960.00	914.00		326.00	CONSTR.				6,200.00	
				Urban Regional Secondary Roads Program					TOTAL				6,200.00	
Grand Forks #31 PCN 22167	Grand Forks	Columbia Road	Structure rehabilitation of the Columbia Road Overpass between 9th Ave S and 2nd Ave N.	REMARKS: 										
	Grand Forks	Principal Arterial												
	Reconstruction	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				8,930.00	6,744.00			2,186.00	CONSTR.				8,930.00	
				Urban Roads Local Program					TOTAL				8,930.00	
Grand Forks #32 PCN ??	Grand Forks	US 2	replacement of pipe on US 2 at N. 69th St intersection - southside+A1 (353.715 mile mark)	REMARKS: This project is pending funding in 2024 and if not will be funded in 2025.										
	NDDOT	Principal Arterial												
	Rehabilitation	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				245.00	198.28	46.72			CONSTR.				245.00	
				Urban Regional Secondary Roads Program					TOTAL				245.00	

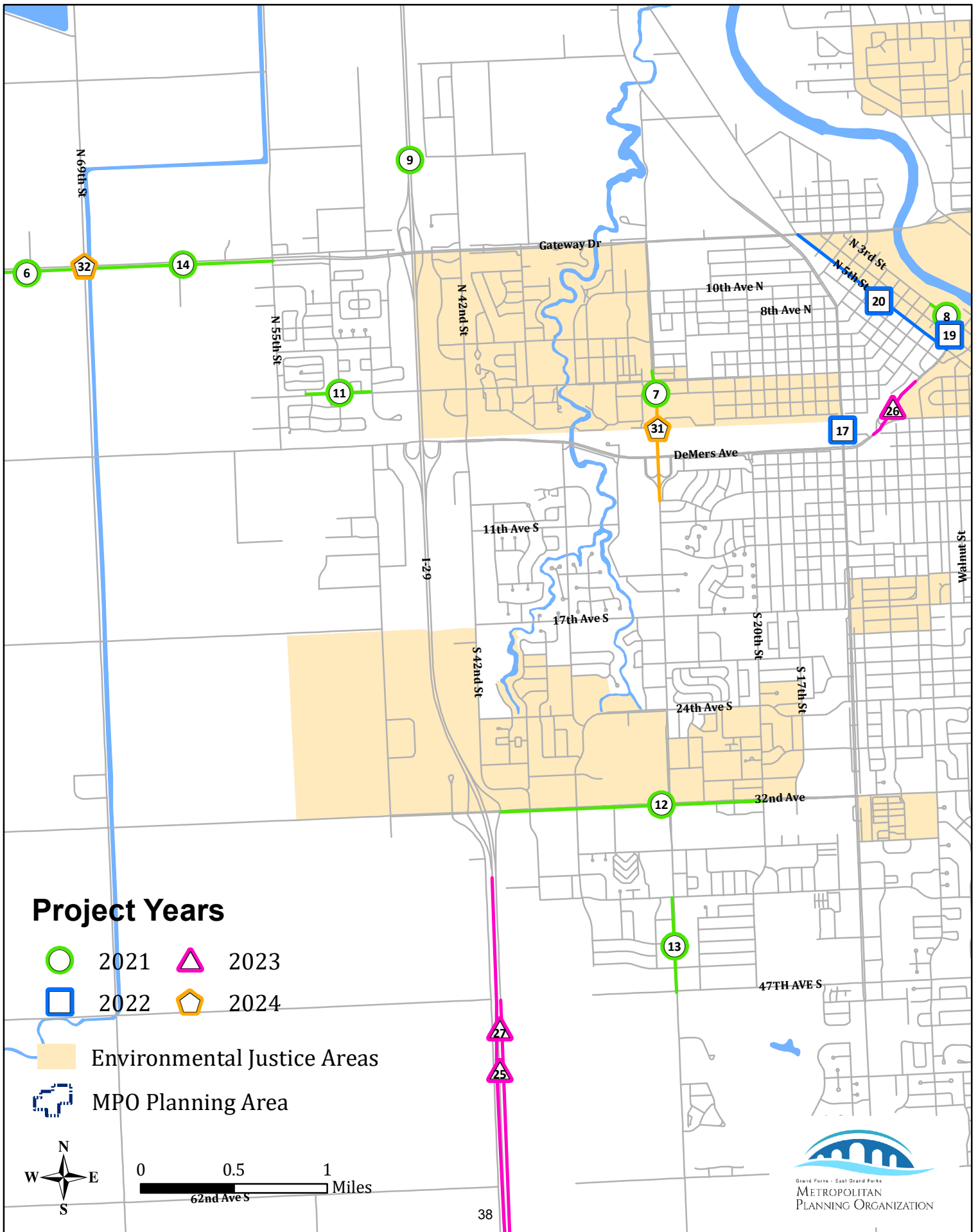
GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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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	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
								FUNDING SOURCE					2021	2022
			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					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

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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.					
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). TRF-0018-21B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$515,000 The Federal and Local revenues may be replaced by CARES Estimated fare is \$10,000 Other is MN Transit Formula Funds										
	East Grand Forks	Operations							Operations	591.20				
	Fixed-Route Transit Service	Entitlement								Capital	0.00			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
				591.20	120.00	0.00	349.80	121.40	R.O.W.	NA				
				FTA 5307					CONSTR.	NA				
									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). TRF-0018-21A	REMARKS: Contract demand response service Estimated fare is \$18,000 The Local revenues may be replaced by CARES Other is MN Transit Formula Funds										
	East Grand Forks	Operations							Operations	112.50				
	Paratransit Service for Disabled Persons	Entitlement							Capital	0.00				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA				
				112.50	0.00	0.00	95.63	16.87	R.O.W.	NA				
				State Transit Funds					CONSTR.	NA				
									TOTAL	112.50				
East Grand Forks #3			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				

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
										ELEMENT	EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		2021	2022	2023	2024	Operations						
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital					
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 Project # 119-591-006	REMARKS:										
	East Grand Forks	Local												
	Construction	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				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 Project # 119-591-007	REMARKS:										
	East Grand Forks	NA												
	Education/Encourage	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				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 Project # 6001-72	REMARKS:										
	MnDOT	Principal Arterial												
	Local Partnership	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				291.00	0.00	238.00	0.00	53.00	CONSTR.	291.00				
				NWATP TA funds					TOTAL	291.00				

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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.					
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). TRF-0018-22B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$530,000 The Federal and Local revenues may be replaced by CARES Estimated fare is \$10,000 Other is MN Transit Formula Funds										
	East Grand Forks	Operations							Operations	606.20				
	Fixed-Route Transit Service	Entitlement							Capital	0.00				
								P.E.	NA					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	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). TRF-0018-22A	REMARKS: Contract demand response service Estimated fare is \$18,000 The Local revenues may be replaced by CARES Other is MN Transit Formula Funds										
	East Grand Forks	Operations							Operations	112.50				
	Paratransit Service for Disabled Persons	Entitlement							Capital	0.00				
								P.E.	NA					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	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					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
									CONSTR.	NA				
									TOTAL	0.00				

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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 Project # 6001-61	REMARKS: Likely can include alternative concepts currently being considered in US 2 Study												
	MnDOT	Principal Arterial			Operations		0.00									
	Rehabilitation	Discretionary			Capital		0.00									
					P.E.		NA									
				TOTAL					R.O.W.		NA					
				10,200.00	8,160.00	2,040.00	0.00	0.00	CONSTR.		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 Project # 119-119-013	REMARKS: Other costs are non-construction costs Other Revenue is MN State Aid												
	East Grand Forks	Minor Arterial			Other		162.00									
	Reconstruction	Discretionary			Operations		0.00									
					Capital		0.00									
				TOTAL					P.E.		150.00					
				1,670.00	860.00		650.00	160.00	R.O.W.		62.00					
				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 Project #6017-44	REMARKS:												
	MnDOT	Minor Arterial			Operations		0.00									
	Rehabilitation	Discretionary			Capital		0.00									
					P.E.		NA									
				TOTAL					R.O.W.		NA					
				410.00	0.00	290.00	0.00	120.00	CONSTR.		410.00					
				District Managed Program					TOTAL		410.00					

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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). TRF-0018-23B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$545,000 Estimated fare is \$10,000 Other is MN Transit Formula Funds												
	East Grand Forks	Operations													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). TRF-0018-23A	REMARKS: Contract demand response service Estimated fare is \$18,000 Other is MN Transit Formula Funds												
	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 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) 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.					
										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). TRF-0018-24B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000 Estimated fare is \$10,000 Other is MN Transit Formula Funds										
	East Grand Forks	Operations											639.90	
	Fixed-Route Transit Service	Entitlement												0.00
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA	
				639.90	140.00	0.00	371.10	128.80	CONSTR.				NA	
				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). TRF-0018-24A	REMARKS: Contract demand response service Estimated fare is \$18,000 Other is MN Transit Formula Funds										
	East Grand Forks	Operations											119.36	
	Paratransit Service for Disabled Persons	Entitlement											0.00	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA	
				119.36	0.00	0.00	101.46	17.90	CONSTR.				NA	
				State Transit Funds					TOTAL				119.36	
East Grand Forks #18	East Grand Forks	NA	Purchase Class 500 replacement vehicle TRF-0018-24C	REMARKS:										
	East Grand Forks	Capital											0.00	
	Fixed-Route Transit Service	Entitlement											180.00	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA	
				180.00	144.00	0.00	0.00	36.00	CONSTR.				NA	
				FTA #5307					TOTAL				180.00	

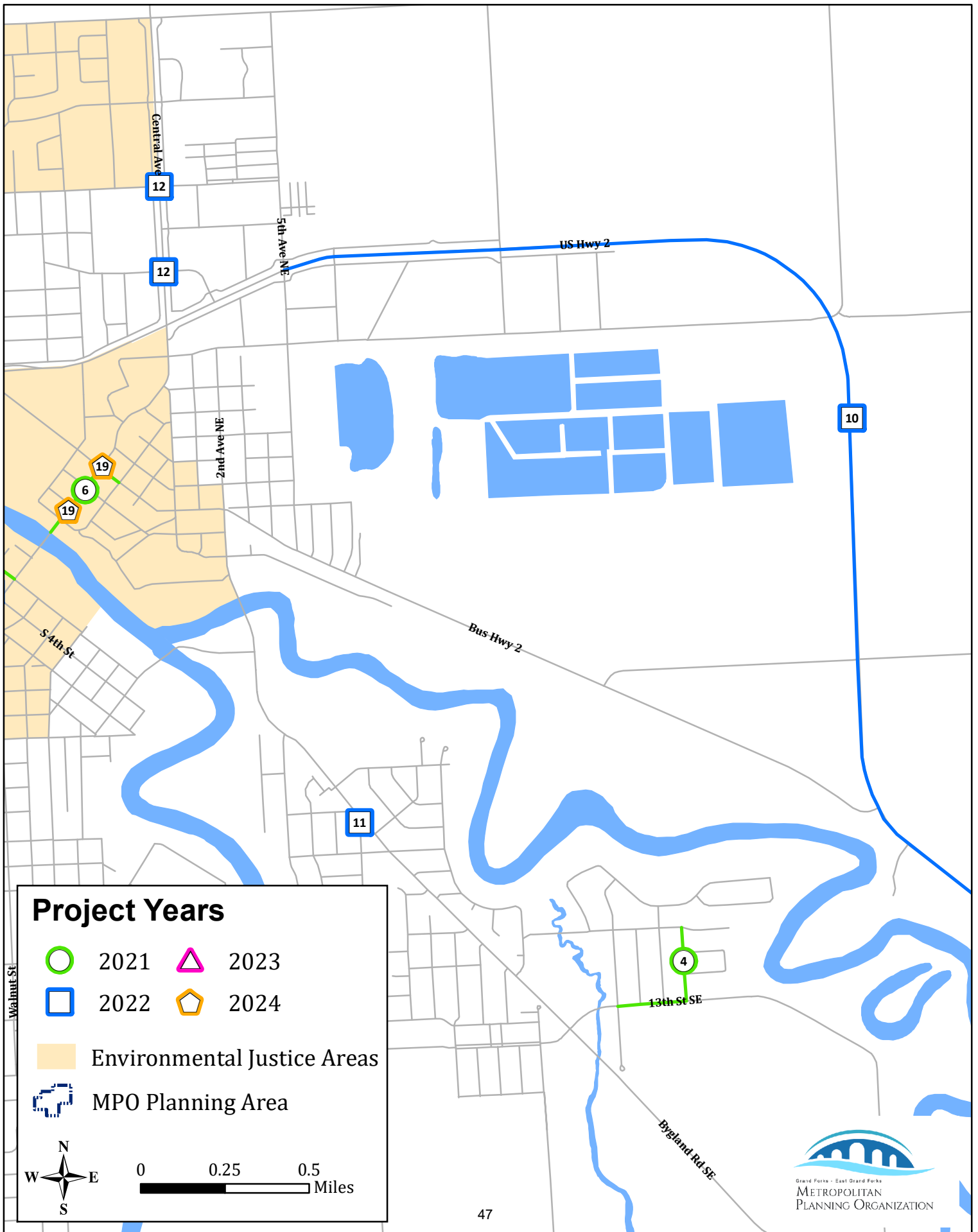
GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2021-2024

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2021	2022	2023	2024	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
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	
									Capital				0.00	
									P.E.				NA	
	Signal Replacement	Discretionary							R.O.W.				NA	
				1,200.00	680.00	170.00	0.00	350.00	CONSTR.				1,200.00	
				Statewide Performance Program					TOTAL				1,200.00	
			East Grand Forks TOTALS						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	
				17,237.62	10,669.00	2,738.00	2,488.21	1,342.41	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		TOTAL	FEDERAL	STATE	OTHER	LOCAL		2020			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					Operations				
									Capital				
				FUNDING SOURCE					P.E.				
									R.O.W.				
									CONSTR.				
									TOTAL				
Grand Forks #1 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$257,500 East Grand Forks contract payment is shown as other UND Contributes \$180,000 for August Shuttle service									
	Grand Forks	Operations							Operations	3,040.00			
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				3,040.00	1,159.00	260.00	745.00	876.00	CONSTR.				
				FTA 5307 (50/50)					TOTAL	3,040.00			
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:									
	Grand Forks	Capital							Operations				
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				15.00	12.00	0.00	0.00	3.00	CONSTR.				
				FTA 5307 (80/20)					TOTAL	15.00			
				REMARKS:									
				Net Operating is shown <u>before</u> , Fed, State & Local Matching Funds are applied.									

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM - 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 TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL						
PROJECT NUMBER				FUNDING SOURCE										
Grand Forks #3 No PCN	Grand Forks	NA	Rehab/Rebuild bus shelters; Rehab/Renovate "Bus Barn" and purchase various equipment.	REMARKS: Awarded July 26, 2019						Operations				
	Grand Forks	Operating								Capital	867.50			
	Fixed Route	Discretionary								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 No PCN	Grand Forks	NA	purchase 4 replacemnt vans for demand response	REMARKS: Awarded July 26, 2019						Operations				
	Grand Forks	Operating								Capital	154.00			
	Fixed Route Paratransit and/or Senior Service	Discretionary								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 No PCN	Grand Forks	NA	Funding to continue the Mobility Manager position	REMARKS: Awarded July 26,2019						Operations				
	Grand Forks	Operating								Capital	91.20			
	Fixed Route Paratransit and/or Senior Service	Discretionary								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					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
				FUNDING SOURCE					TOTAL					
Grand Forks #8b 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. Amended amounts	REMARKS: Project reprogrammed from 2019 AMENDED November 2019 AMENDED March 2020										
	NDDOT	Principal Arterial		835.24	675.96	75.76		83.52	Operations				Bid awarded 2/7/20	
	ADA Transition	Discretionary							Capital					
									P.E.					
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				670.00	542.00	60.00		67.00	CONSTR.	835.24				
				Urban Regional Secondary Roads Program					TOTAL	835.24				
Grand Forks #8c 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 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.					
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				7,373.00	6,636.00	369.00		369.00	CONSTR.	7,373.00				
				Urban Roads Program					TOTAL	7,373.00				
Grand Forks #8d 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 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.					
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
				568.00	454.00	114.00	0.00	0.00	CONSTR.	568.00				
				Urban Regional Secondary Roads Program					TOTAL	568.00				

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 TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL		Operations								
				FUNDING SOURCE						CONSTR.								
PROJECT NUMBER																		
Grand Forks #8e 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: AMENDED November 2019														
	Grand Forks	Minor Arterial																
	Multi-use Trail	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	351.00							
								Transportation Alternative Program					TOTAL	351.00	Bid was awarded 10/11/19 and project is being scheduled			
Grand Forks #8f PCN 22180	Grand Forks	N. Washington S	CPR, Grinding, DBR pavement rehabilitation type work at various locations but generally described as 8th Ave N to US 2) & 4-lane N of US 2 and flood protection bridge	REMARKS: A separate project shows in the draft STIP as \$100,000 at flood protection bridge Originally in 2019 but delayed to 2020 Amended March 2020														
	NDDOT	Minor Arterial																
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	1,420.00							
								Urban Regional Secondary Program					TOTAL	1,420.00	Bid awarded 11/8/19 and project being scheduled			
Grand Forks #8g			Intentionally left blank	REMARKS:														
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.								
													TOTAL					

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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 PCN 21982	Grand Forks	US #2	The entails concrete overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Project is on eastbound lane	REMARKS: Eastern three miles in the MPO Study Area 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 underway			
	NDDOT	Principal Arterial												
	Pavement Rehab	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	17,240.00			
				Rural National Highway Program					TOTAL	17,240.00				
Grand Forks #10 PCN 22437	Grand Forks	Interstate 29	Install ITS equipment for SE ramp traffic queing concern at the Gateway Dr (US2) Interchange	REMARKS:							Bid Date was 4/17/20 but not yet awarded.			
	NDDOT	Interstate 29												
	Safety	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	100.00			
				Highway Safety Improvement Program					TOTAL	100.00				
Grand Forks #11 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												
	New Construction	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	435.00			
				Transportation Alternative Program					TOTAL	435.00				

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TRANSPORTATION IMPROVEMENT PROGRAM PROGRESS REPORT

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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). TRF-0018-20B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$500,000 Estimated fare is \$10,000 Other is MN Transit Formula Funds									
	East Grand Forks	Operations							Operations	592.00	In progress		
	Fixed-Route Transit Service	Entitlement							Capital	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). TRF-0018-20A	REMARKS: Contract demand response service Estimated fare is \$18,000 Other is MN Transit Formula Funds									
	East Grand Forks	Operations							Operations	101.00	In progress		
	Paratransit Service for Disabled Persons	Entitlement							Capital	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 TRF-0018-20C	REMARKS: Local is from City of Grand Forks									
	East Grand Forks	Operations							Operations	0.00	In process, product ordered		
	Fixed-Route Transit Service	Entitlement							Capital	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		AND SOURCE OF FUNDING						2020			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
									R.O.W.				
				FUNDING SOURCE					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 Estimated payment to GF is \$338,800 Estimated fare is \$14,200 Other is MN Transit Formula Funds									
	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

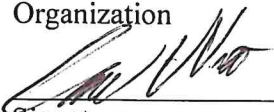
GF/EGF MPO SELF-CERTIFICATION

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION STATEMENT**

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

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

GF-EGF MPO
Metropolitan Planning
Organization

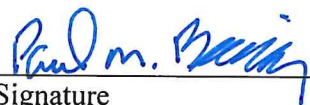


Signature

Clarence Vetter
Chair

8-19-20
Date

North Dakota Department
of Transportation



Signature

Paul M. Benning
Director

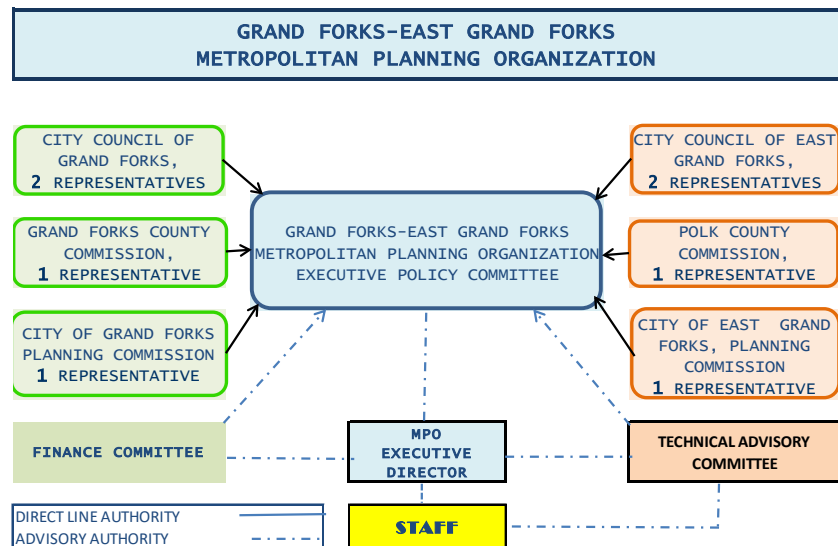
8-31-2020
Date

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. 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 caveat⁷¹ 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 15th. 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. Written comments on the draft TIP can be submitted to the email address info@theforksmpo.org until noon on April 15th. 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 13th. 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. Written comments on the draft TIP can be submitted to the email address info@theforksmpo.org until noon on May 13th. 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.

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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. Written comments on the Final TIP can be submitted to the email address 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 12	Technical Advisory Committee Meeting <small>(East Grand Forks City Hall Training Room)</small>	1:30PM - 3:30PM
August 19	MPO Executive Policy Board	12:00PM -

APPENDIX IV

MINNESOTA SIDE
PROJECTS SHOWN IN
NWATP FORMAT

A	F	H	I	K	M	S	W	AA	AE	AJ	AS	AU	AW	AY	AZ	
9	Prime SP #	Rte_Sys	#Year	MnDOT Capital Improvement Program (CIP) Plain Language Project Description (PUBLIC PROJECT DESCRIPTION)	Agency	Description (TECHNICAL DESCRIPTION)	Program	Primary Work Type 1	Proposed Funds	STIP Total	Total FHWA	FTA	State TH	Total TH	Other	Project Total
6001-72	HIGHWAY US 28	2021	Sidewalk replacement, pedestrian accessibility improvements and resurfacing on Hwy 28/Demers Ave in East Grand Forks between the Sorlie Bridge and Fourth St NW, and on Fourth St NW between Hwy 28/Demers Ave and Third Ave NW	EAST GRAND FORKS	US 28, IN EAST GRAND FORKS, ON DEMERS AVE (US 28) FROM E END OF BR 4700 (SORLIE) TO 4TH ST NW AND ON 4TH ST NW (US 28) FROM DEMERS AVE TO 3RD AVE NW, AT VARIOUS LOCATIONS, M&O, REMOVE & REPLACE CONCRETE CROSSWALK AND STRIPE, CURB & GUTTER AND ADA IMPROVEMENTS (SPY 2021 LPP)	LP-LOCAL PARTNERSHIP	BIKE/PED	SF	291,000	-	-	238,000	238,000	53,000	291,000	
119-591-007	PED/BIKE	2021	In East Grand Forks Safe Routes to School training and supplies project	EAST GRAND FORKS	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, TRAINING AND SUPPLIES, NON-INFRASTRUCTURE (CAPPED \$30,000)	EN-ENHANCEMENT	BIKE/PED	STBGAP Statewide	37,500	30,000	-	-	-	7,500	37,500	
119-591-006	PED/BIKE	2021	Extend sidewalks on 20th Ave SE and 13th Street SE in East Grand Forks	EAST GRAND FORKS	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, SIDEWALK EXTENSIONS ON 20TH AVE SE AND 13TH ST SE (CAPPED \$137,000)	EN-ENHANCEMENT	BIKE/PED	STBGAP Statewide	171,250	137,000	-	-	-	34,250	171,250	
TRF-0018-21B	TRANSIT	2021	East Grand Forks fixed route transit operating assistance	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	591,200	-	120,000	-	-	471,200	591,200	
TRF-0018-21A	TRANSIT	2021	East Grand Forks DAR transit operating assistance	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	TRANSIT (TR)	TRANSIT	LF	112,500	-	-	-	-	112,500	112,500	
TRF-0018-22A	TRANSIT	2022	East Grand Forks DAR transit operating assistance	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	TRANSIT (TR)	TRANSIT	LF	112,500	-	-	-	-	112,500	112,500	
TRF-0018-22B	TRANSIT	2022	East Grand Forks fixed route operating assistance	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	606,200	-	135,000	-	-	471,200	606,200	
6001-61	HIGHWAY US 2	2022	Resurface Hwy 2 westbound lanes between East Grand Forks and Fisher	MNDOT	**ELLA**AB**SPP** US 2, WBL - FROM 7TH AVE NE IN EAST GRAND FORKS TO 0.3 MI E OF POLK CSAH 15 (FISHER), CRACK & BITUMINOUS OVERLAY	RS-RESURFACING	PAVEMENT RESURFACE AND REHABILITATION	NHPP	10,200,000	8,160,000	-	2,040,000	2,040,000	-	10,200,000	
6017-44	HIGHWAY MN 220	2022	Intersection improvements on Hwy 220 at 14th St, 17th St, and Hwy 2 in East Grand Forks	MNDOT	MN 220, NB & SB, IN EAST GRAND FORKS, SIGNAL IMPROVEMENTS AT 14TH ST, CONSTRUCT CROSSWALK AT 17TH ST AND PED RAMP IMPROVEMENT & UPGRADE SIGNAL AT MN 220/US2	SC-SAFETY IMPROVEMENTS	TRAFFIC CONTROL DEVICES/SAFETY	SF	410,000	-	-	290,000	290,000	120,000	410,000	
119-119-013	LOCAL STREETS	2022	Construct roundabout at the intersection of Bygland Rd and Rhinehart Dr in East Grand Forks	EAST GRAND FORKS	EAST GRAND FORKS, INTERSECTION OF BYGLAND ROAD & RHINEHART DRIVE, CONSTRUCT ROUNDABOUT (CAPPED \$860,000)	RC-RECONSTRUCTION	TRAFFIC CONTROL DEVICES/SAFETY	STBGP 5K-200K	1,670,000	860,000	-	-	-	810,000	1,670,000	
TRF-0018-23B	TRANSIT	2023	East Grand Forks fixed route transit operating assistance	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	620,330	-	135,000	-	-	485,330	620,330	
TRS-0018-23T	TRANSIT	2023	East Grand Forks purchase one bus	MNDOT	EAST GRAND FORKS PURCHASE ONE (1) CLASS 500 REPLACEMENT BUS	TRANSIT (TR)	TRANSIT	STBGP 5K-200K	160,000	128,000	-	-	-	32,000	160,000	
TRF-0018-23A	TRANSIT	2023	East Grand Forks DAR transit operating assistance	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	TRANSIT (TR)	TRANSIT	LF	115,880	-	-	-	-	115,880	115,880	
TRF-0018-24A	TRANSIT	2024	East Grand Forks DAR transit operating assistance	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	TRANSIT (TR)	TRANSIT	LF	119,360	-	-	-	-	119,360	119,360	
TRF-0018-24B	TRANSIT	2024	East Grand Forks fixed route transit operating assistance	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	URBANIZED AREA FORMULA (B9)	TRANSIT	FTA	639,900	-	140,000	-	-	499,900	639,900	
TRF-0018-24C	TRANSIT	2024	East Grand Forks purchase one bus	EAST GRAND FORKS	SECT 5330: EAST GRAND FORKS PURCHASE ONE (1) CLASS 500 REPLACEMENT BUS	Bus and Bus Facilities (BB)	TRANSIT	FTA	180,000	-	144,000	-	-	36,000	180,000	