



Grand Forks - East Grand Forks

METROPOLITAN  
PLANNING ORGANIZATION

# TRANSPORTATION IMPROVEMENT PROGRAM FY 2022-2025

PREPARED BY: Grand Forks – East Grand Forks

MPO ADOPTON: August 18, 2021

PO Box 5200, Grand Forks, ND 58206

visit our webpage at: [www.theforksmpo.org](http://www.theforksmpo.org)

FISCAL YEARS 2022 - 2025  
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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COUNCIL

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GRAND FORKS PLANNING  
& ZONING COMMISSION

**Michael Powers**

REPRESENTING:  
EAST GRAND FORKS PLANNING  
& ZONING COMMISSION

**MPO STAFF**

Earl Haugen, Executive Director

Teri Kouba, Senior Planner

Peggy McNelis, Office Manager

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## **DISCLAIMER**

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota Department of Transportation, Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the Forks MPO, principally the Cities of Grand Forks and East Grand Forks. The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

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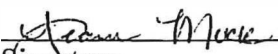
The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal departments of transportation.

**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.

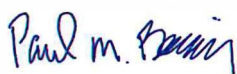
GF-EGF MPO  
Metropolitan Planning  
Organization

  
\_\_\_\_\_  
Signature

*Jeannie Mock*  
\_\_\_\_\_  
Chair

*8-18-2021*  
\_\_\_\_\_  
Date

North Dakota Department  
of Transportation

  
\_\_\_\_\_  
Signature

*Paul Benning*  
\_\_\_\_\_  
Director

*9/1/2021*  
\_\_\_\_\_  
Date

**A RESOLUTION APPROVING FY 2022 - FY 2025  
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

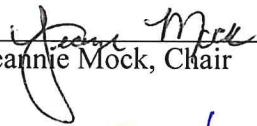
**WHEREAS**, projects contained in the TIP were developed in cooperation with the North Dakota and Minnesota Departments of Transportation, the local public transit operators and the MPO; and

**WHEREAS**, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP on August 11, 2021.

**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 FY2022 to FY2025 program period as being consistent with the Metropolitan Transportation Plan and the area's plans and program included

**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 2022 to FY 2025 program period as being consistent with the Metropolitan Transportation Plan and the area's plans and program included therein.

8-18-2021  
Date

  
\_\_\_\_\_  
Jeannie Mock, Chair

8/18/2021  
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

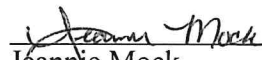
**WHEREAS**, the Grand Forks-East Grand Forks Metropolitan Planning Organization has been designated by the Governors of the States of Minnesota and North Dakota as the MPO for the Grand Forks-East Grand Forks Metropolitan Area; and

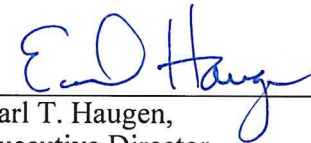
**WHEREAS**, the Grand Forks - East Grand Forks MPO has a Transportation Plan composed of a Metropolitan Transportation Plan (adopted January, 2019); and

**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.

8-18-2021  
Date

  
Jeannie Mock  
Chair

  
Earl T. Haugen,  
Executive Director

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## GLOSSARY

**Administrative Adjustment:** This is required when a minor change or revision is needed for a TIP project which does not require a formal amendment.

**Allocation:** A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

**Amendment:** A significant change or addition of a TIP project which requires opportunity for public input and consideration by the MPO Policy Board prior to becoming part of the TIP. The TIP document provides guidance on what changes require an amendment, pursuant to CFR and the MPO's adopted Public Participation Plan (PPP).

**Annual Listing of Obligated Projects (ALOP):** This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2021 Federal Fiscal Year (September 30, 2021). The annual listing will represent 2021 projects as part of the 2022-2025 TIP.

**Area Transportation Improvement Program (ATIP):** The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the state of Minnesota during the next four years. Minnesota has an ATIP for each of their Districts. The MPO's TIP projects in Minnesota fall under the ATIP for MnDOT District #2. All projects listed in the TIP are required to be listed in the ATIP.

**Collector:** A road or street that provides for traffic movement between local service roads and arterial roadways.

**Environmental Justice:** Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on minority populations and low income populations.

**FAST Act:** Fixing America's Surface Transportation Act was introduced in December of 2015 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is a bipartisan, bicameral, five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

**Federal Functional Classification:** Sometimes referred to as "classification", the federal functional classification system defines the current functioning role a road or street has in Metropolitan Planning Area network. Generally, the two basic functions of a roadway are: (1) to allow for access to property and (2) to allow travel mobility. The "classifications" of roadways include Arterial, Collector, and Local which determine the balance of the two roadway functions which range from high mobility/low access (Arterials) to high access/low mobility (Locals), with Collector roadways falling somewhere in between.

**Federal Revenue Source:** In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 6.

**Fiscal Constraint:** Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

**Illustrative Project:** A project which does not have funding but is an important project for the jurisdiction to identify within the TIP to show the need for the project.

**Interstate:** A highway that 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 road with grade separations at all crossroads with full control of access.

**Jurisdictions:** The member units of government which are within the MPO's planning area. The member jurisdictions include the following: Grand Forks County, Polk County, City of Grand Forks, City of East Grand Forks.

**Lead Agency:** In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

**Length:** In the project tables, this column identifies the length of a project in miles, if applicable.

**Local Roads:** A road or street whose primary function is to provide direct access to abutting property.

**Locally Funded Project:** Projects of note that are funded by local or state agencies and do not require action by FHWA or FTA. These projects are included to assist in coordination between local jurisdictions during staging and construction.

**MAP-21:** Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect in July 6, 2012 and expired September 30, 2014.

**MPO ID:** This is a means of labeling each project with a unique identifier for reference and for tracking the project across multiple years. This number is not related to any project number that may be assigned to a project by any other agency, and it does not reflect the order of priority in which the responsible agency has placed the project or the order of construction.

**Minor Arterials:** A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

**ND Small Town Revitalization Endeavor for Enhancing Transportation Program (NDSTREET):** North Dakota grant program to provide an opportunity for cities with less than 5,000 population, that have a state highway within their corporate boundaries, to improve that roadway. Improvements are intended to improve or add multimodal transportation facilities through that community.

**Other Revenue Source:** This section indicates the amount of funding that will be provided for the project from the local jurisdictions. Generally, the local funding for the Minnesota and North Dakota jurisdictions comes from state aid, sales taxes, assessments, general funds, or special funding sources.

**Pending Project:** A project designated as “pending” in the project tables are programmed for the pending fiscal year in which they are shown. These are the first projects that would be shifted to the following year if Congress does not provide sufficient obligation authority.

**Principal Arterials:** A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land and is usually a multi-lane divided road with no provision for parking within the roadway.

**Project Cost:** In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

**Project Description:** This section further identifies the project to be carried out on the previously stated “location” by describing the limits and types of improvements.

**Project Limits:** The physical limits of the said project listed “from” said location “to” said location.

**Project Location:** The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

**Project Prioritization:** This is an exercise in which the MPO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. The MPO then submits the prioritized candidate projects to the state to further assist in project selection.

**Project Solicitation:** This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

**Project Year:** This is the year in which the project is funded, or the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year however, it is typical that first year TIP projects are bid or let before the next annual TIP is developed.

**Public Participation Plan (PPP):** An adopted MPO plan which identifies the public input process which will be used for all types of projects including introducing a new TIP and making amendments and modifications to the existing TIP.

**Regionally Significant Project (RS):** A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or creating new roadways on new right-of-way, both financed with federal funds, which do not consist on an extension of the existing urban roadway network resulting from urban expansion; or a transit project creating a new transit building on newly purchased real estate.

**Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU):** A previous surface transportation act that expired July 5, 2012 and was replaced with MAP-21.

**State Transportation Improvement Program (STIP):** A compilation of significant surface transportation improvements scheduled for implementation within a state during the next four fiscal years. All projects listed in the TIP are required to be listed in the STIP.



**Transit Operator:** The designated transit service operator providing public transit for the area. The transit operators for the area are the City of Grand Forks and the City of East Grand Forks.

**Transportation Improvement Program (TIP):** A compilation of significant surface transportation improvements scheduled for implementation in the MPO planning area during the next four years.

**3-C Planning Process:** As outlined in 23 C.F.R. 450 related to Metropolitan Transportation Planning, the planning process between MPOs, state transportation departments and transportation operators is required to be continuous, cooperative, and comprehensive (3-C).

## ACRONYMS

<b>3-C</b>	Comprehensive, Cooperative and Continuing	<b>O&amp;M</b>	Operations and Maintenance
<b>AC</b>	Advance Construction	<b>PCI</b>	Pavement Condition Index
<b>ADA</b>	Americans with Disabilities Act	<b>PL</b>	Public Law
<b>ADT</b>	Average Daily Traffic	<b>PM</b>	Performance Management
<b>ALOP</b>	Annual Listing of Obligated Projects	<b>PM1</b>	FHWA Performance Measure Rule 1 - Safety
<b>ATIP</b>	Area Transportation Improvement Program (Minnesota)	<b>PM2</b>	FHWA Performance Measure Rule 2 - Pavement and Bridge Condition
<b>ATP</b>	Area Transportation Partnership (Minnesota)	<b>PM3</b>	FHWA Performance Measure Rule 3 - System Performance, Freight, and CMAQ
<b>BARC</b>	Bridge and Road Construction	<b>PPP</b>	Public Participation Plan
<b>BF</b>	Bond Fund	<b>PTASP</b>	FTA Public Transportation Agency Safety Plan
<b>BRRP</b>	Bridge Replacement or Rehabilitation Program	<b>RR</b>	Railroad
<b>CAA</b>	Clean Air Act	<b>RRS</b>	Highway Rail Grade Crossing and Rail Safety
<b>CAAA</b>	Clean Air Act Amendment	<b>RS</b>	Regionally Significant
<b>CFR</b>	Code of Federal Regulations	<b>RTAP</b>	Rural Transit Assistance Program
<b>CMAQ</b>	Congestion Mitigation and Air Quality	<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
<b>CNG</b>	Compressed Natural Gas	<b>SF</b>	State Fund
<b>CR</b>	County Road	<b>SGR</b>	State of Good Repair
<b>CSAH</b>	County State Aid Highway (Minnesota)	<b>SHSP</b>	State Strategic Highway Safety Plan
<b>D#</b>	Minnesota Department of Transportation District #2	<b>SIP</b>	State Implementation Plan
<b>DAR</b>	Dial-a-Ride	<b>SMS</b>	Safety Management Systems
<b>DOT</b>	Department of Transportation	<b>SRTS</b>	Safe Routes to School
<b>DTA</b>	Dynamic Traffic Assignment	<b>STBGP</b>	Surface Transportation Block Grant Program
<b>EJ</b>	Environmental Justice	<b>STIP</b>	State Transportation Improvement Program
<b>EPA</b>	Environmental Protection Agency	<b>STP</b>	Surface Transportation Program
<b>ERG</b>	Environmental Review Group	<b>TA</b>	Transportation Alternatives (formally Transportation Alternative Program)
<b>FAA</b>	Federal Aviation Association	<b>TAC</b>	Technical Advisory Committee
<b>FAST Act</b>	Fixing America's Surface Transportation Act (2015)	<b>TAM</b>	Transit Asset Management
<b>FHWA</b>	Federal Highway Administration	<b>TAMP</b>	Transportation Asset Management Plan
<b>FRA</b>	Federal Railroad Administration	<b>TDM</b>	Travel Demand Model
<b>FTA</b>	Federal Transit Administration	<b>TDP</b>	Transit Development Plan
<b>FY</b>	Fiscal Year	<b>TERM</b>	Transit Economic Requirements Model
<b>HB</b>	Highway Bridge	<b>TH</b>	Trunk Highway
<b>ITS</b>	Intelligent Transportation System	<b>TIP</b>	Transportation Improvement Program
<b>LF</b>	Locally Funded	<b>TMA</b>	Transportation Management Area
<b>LOS</b>	Level of Service	<b>TSM</b>	Transportation System Management
<b>LOTTR</b>	Level of Travel Time Reliability	<b>TTI</b>	Travel Time Index
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century	<b>TTTR</b>	Truck Travel Time Reliability
<b>MnDOT</b>	Minnesota Department of Transportation	<b>UGP</b>	Urban Grant Program (North Dakota)
<b>MPA</b>	Metropolitan Planning Area	<b>UPWP</b>	Unified Planning Work Program
<b>MPO</b>	Metropolitan Planning Organization	<b>URP</b>	Urban Roads Program (North Dakota)
<b>MSAS</b>	Municipal State-Aid Street	<b>US</b>	United States Designated Trunk Highway
<b>MTP</b>	Metropolitan Transportation Plan	<b>USC</b>	United States Code
<b>NAAQS</b>	National Ambient Air Quality Standard	<b>USDOT</b>	United States Department of Transportation
<b>NBI</b>	National Bridge Inventory	<b>UZA</b>	Urbanized Area
<b>NDDOT</b>	North Dakota Department of Transportation	<b>V/C</b>	Volume to capacity Ratio
<b>NEPA</b>	National Environmental Policy Act	<b>VMT</b>	Vehicle Miles Traveled
<b>NHPP</b>	National Highway Performance Program	<b>YOE</b>	Year of Expenditure
<b>NHS</b>	National Highway System		
<b>NPMRDS</b>	National Performance Management Research Data Set		

## FUNDING SOURCES

<b>BR</b>	Bridge	<b>NHPP- ITS</b>	National Highway Performance Program Intelligent Transportation Systems
<b>BRU</b>	Bridge - Urban	<b>NHPP- NHS</b>	National Highway Performance Program National Highway System
<b>BROS</b>	Bridge Replacement - County Off-System Project	<b>NHS</b>	National Highway System - State Project
<b>CMAQ</b>	Congestion Management Air Quality	<b>NHS-U</b>	National Highway System - State Urban Project
<b>DEMO</b>	Demonstration Project	<b>Non NHS-S</b>	Non-National Highway System - State Rural Project
<b>FTA 5307</b>	FTA Section 5307 - Urbanized Area Formula	<b>RRS</b>	Highway/Railroad Grade Crossing Safety Program
<b>FTA 5310</b>	FTA Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities	<b>SRTS</b>	Safe Routes to School
<b>FTA 5311</b>	FTA Section 5311 - Formula Grants for Other than Urbanized Areas	<b>STBGP</b>	Surface Transportation Block Grant Program
<b>FTA 5339</b>	FTA Section 5339 - Bus and Bus Related Facilities	<b>STBGP-R</b>	Surface Transportation Block Grant Program - Regional
<b>HBP</b>	Highway Bridge Program	<b>STBGP-U</b>	Surface Transportation Block Grant Program - Urban
<b>HPP</b>	High Priority Projects Designated by Congress	<b>TA</b>	Transportation Alternatives
<b>HSIP</b>	Highway Safety Improvement Program	<b>TCSP</b>	Transportation & Community System Preservation Program
<b>IM</b>	Interstate Maintenance - State Project	<b>SF</b>	State Funds
<b>NDSTREET</b>	ND Small Town Revitalization Endeavor for Enhancing Transportation	<b>LF</b>	Local Funds
<b>NHPP</b>	National Highway Performance Program	<b>UGP</b>	Urban Grant Program (North Dakota)
<b>NHPP- HBP</b>	National Highway Performance Program Highway Bridge Program		
<b>NHPP- IM</b>	National Highway Performance Program Interstate Maintenance		

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## LOCAL JURISDICTION CONTACTS

The MPO collects information from all jurisdictions wishing to have projects programmed in the TIP. We work closely with our planning partners to assure that the information contained in the TIP is current and accurate. MPO staff is available to answer questions on the TIP, the TIP process, and transportation planning in the metropolitan planning area. While the MPO provides relevant data associated with each project identified in the TIP, more specific information related to a project is not included in the TIP project list. A list with contact information for our transportation planning partners is included on the following page. Please contact them if you require additional information that is not included on a project programmed in the TIP.

### **NDDOT GF Dist.**

Edward Pavlish  
District Engineer  
Phone: 701.787.6506  
Email: epavlish@nd.gov

### **Grand Forks Transit**

Dale Bergman  
Superintendent  
Phone: 701-646-2590  
Email: dbergman@grandforksgov.com

### **Grand Forks County**

Nick West  
County Engineer  
Phone: 701.780.8248  
Email: nick.west@gfcounty.org

### **City of Grand Forks**

Al Grasser  
City Engineer  
Phone: 701.746.2640  
Email: agrasser@grandforksgov.com

### **MnDOT Dist #2**

J.T. Anderson  
District Engineer  
Phone: 218-755-6549  
Email: j.t.anderson@state.mn.us

### **Polk County**

Rich Sanders  
County Engineer  
Phone: 218-470-8253  
Email: rsanders@co.polk.mn.us

### **East Grand Forks**

Steve Emery  
Consulting Engineer  
Phone: 218-773-5626  
Email: steve.emery@widseth.com

### **East Grand Forks Transit**

Nancy Ellis  
City Planner  
Phone: 218.773.0124  
Email: nellis@egf.mn

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# 1 | INTRODUCTION

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Grand Forks-East Grand Forks Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government, neighboring jurisdictions, and agencies. As a document, the TIP reports how the various jurisdictions and agencies within the Grand Forks-East Grand Forks MPA have prioritized their use of limited Federal highway and transit funding.

The TIP must, at a minimum, be updated and approved every four years by the Metropolitan Planning Organization (MPO) in cooperation with the state department of transportation and local public transit agencies. However, the TIP is normally updated annually.

The Grand Forks-East Grand Forks Metropolitan Planning Organization is the MPO for the Grand Forks-East Grand Forks MPA. As such, it is the responsibility of the Forks MPO to update the TIP.

Projects identified through the TIP process serve to implement the projects identified in the Forks MPO's Metropolitan Transportation Plan (MTP).

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## ABOUT FORKS MPO

The Federal Surface Transportation Assistance Act of 1973 requires the formation of a MPO for any urbanized area with a population greater than 50,000. The Act also requires, as a condition for federal transportation financial assistance, that transportation projects be based upon a continuous, comprehensive, and cooperative (3-C) planning process for the Grand Forks-East Grand Forks Metropolitan Planning Area (MPA). MPOs help facilitate implementing agencies (including municipal public works departments, county highway departments, and state departments of transportation) prioritize their transportation investments in a coordinated way consistent with regional needs, as outlined in a long-range metropolitan transportation plan.

The core of a MPO is the urbanized area, which is initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This boundary is adjusted by local officials and approved by the FHWA. The result of which is the official Adjusted Urban Area Boundary (known as the UZA). In Forks MPO's case, the overseeing DOT is North Dakota Department of Transportation (NDDOT). The UZA boundary is used to determine the type of transportation funding programs potential projects may be eligible to receive.

In addition to the UZA, the MPO boundary includes any contiguous areas, which may become urbanized within a twenty-year forecast period. Collectively, this area is known as the Metropolitan Planning Area (MPA). The Forks MPO's MPA boundary was most recently expanded in 2013 and approved by NDDOT. The MPA is currently comprised of approximately 26 square miles, across 2 states, 2 counties, and 2 cities. The MPA boundary is effectively Forks MPO's "study area" or area of influence respective to the metropolitan transportation planning program. These areas are significant not only as potential future population centers, but also due to their proximity to existing and future transportation assets of regional significance.

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

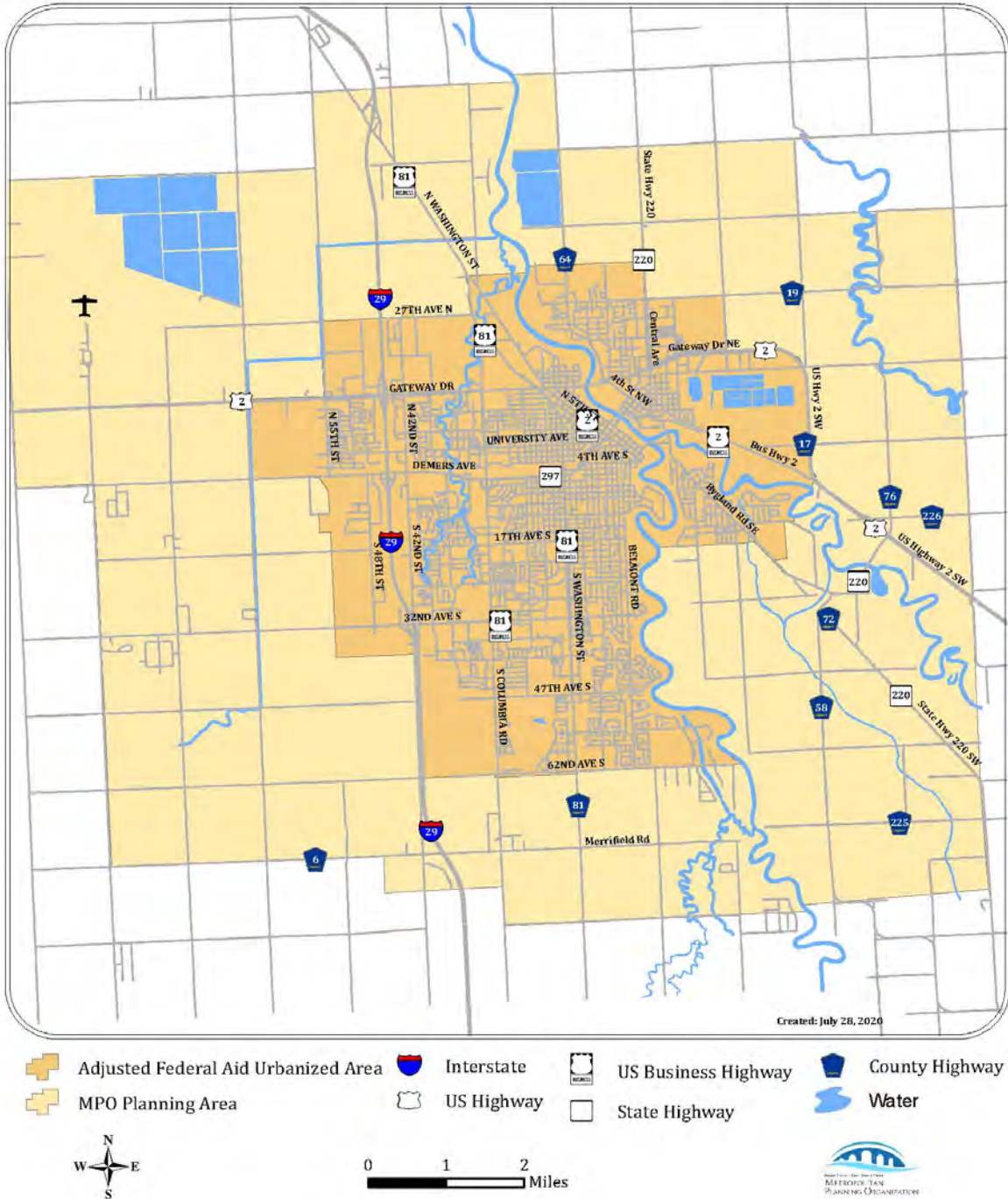


FIGURE 1: FORKS MPO PLANNING BOUNDARIES

Figure 1 provides an overview of these boundaries for the Grand Forks-East Grand Forks area, specifically depicting:

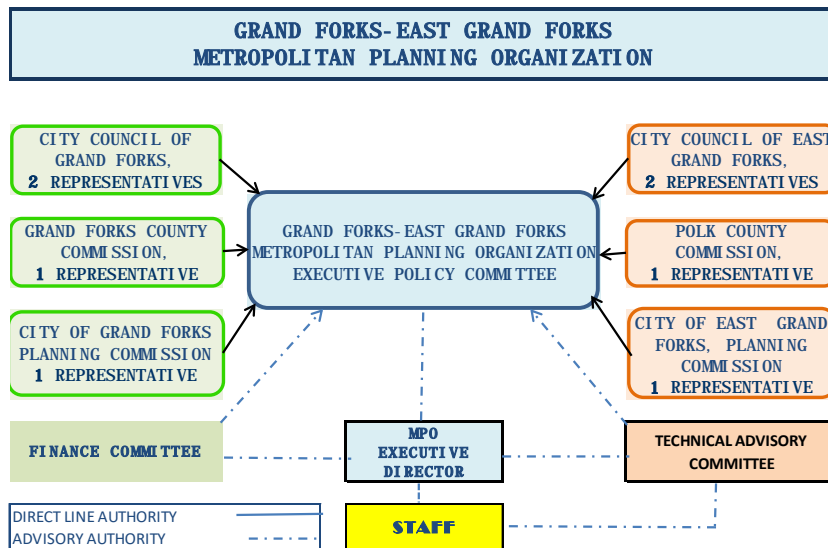
- The Metropolitan Planning Area Boundary;
- The Adjusted Urbanized Area boundary; and
- Cities within the MPA.

Forks MPO provides regional coordination and approves the use of federal transportation funds within the MPA, responsibility for the implementation of specific transportation projects lies with MnDOT and the local units of government as transportation providers.

## GOVERNANCE AND ORGANIZATIONAL STRUCTURE

Figure 2 provides an overview of Forks MPO’s organizational structure. Each voting member is appointed by the respective body they are to represent. The member is expected to represent their respective body’s interest; however, their responsibility being on the Executive Policy Committee (MPO Board) is to base their decisions on what they believe is in the best interest of the metropolitan area. The MPO meets on a monthly basis. As such, a regular update of the progress of the MPO performance based planning and programming work activities are regularly shared with the representatives actively involved in the MPO process. However, not all local decision makers are engaged on this on a regular basis. Although meeting minutes are fairly detailed and routinely available and maintained on the MPO website. The technical advisory committee and staff provide recommendations to the Policy Board.

FIGURE 2: FORKS MPO ORGANIZATIONAL CHART

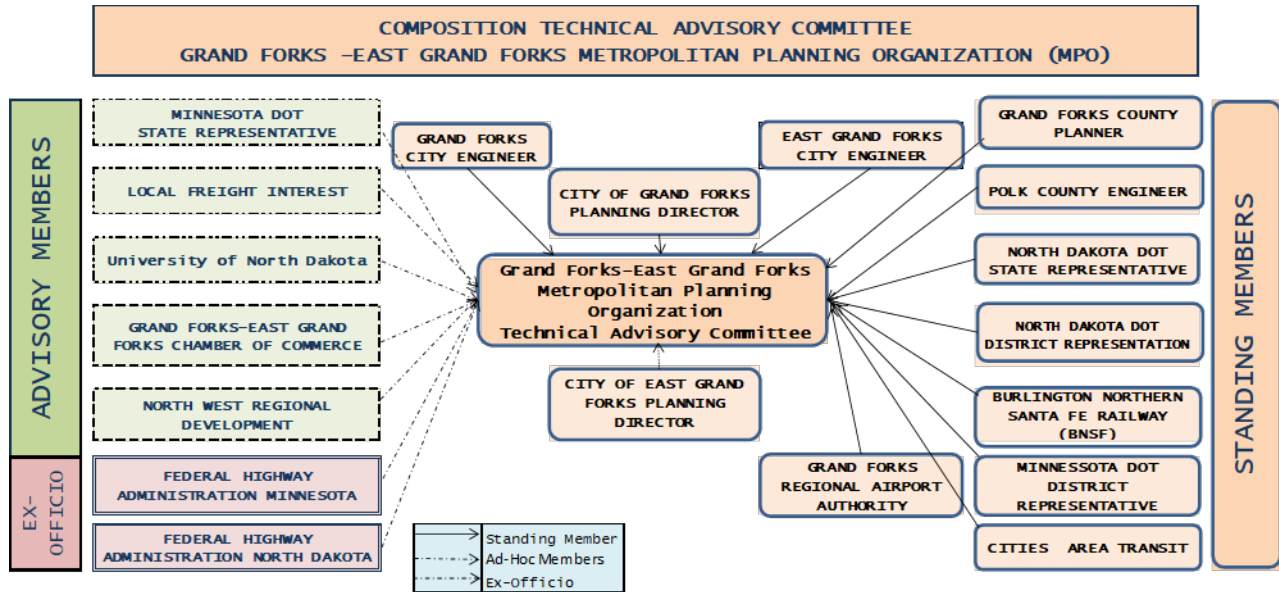


Forks MPO understands that diverse representation on the MPO Board and its committees helps result in sound policy reflective of the needs of the entire population. The MPO Board is comprised of elected officials from the communities within the Metropolitan Planning Area. These officials are chosen by the corresponding jurisdiction (see the Governance and Organizational Structure section for more information), and, per agreement, the Chair and Vice Chair rotate on a biannual basis.

In addition to the MPO Board, Forks MPO has one permanent advisory committee, the Technical Advisory Committee (TAC). Similar to the MPO Board, members from this committee are chosen by local jurisdictions, with the intent that they represent a broad range of technical knowledge and experience. The committee includes both staff from local jurisdictions, as well as representatives from NDDOT,

MnDOT and persons with expertise on particular relevant subject matter (e.g. freight, economic development, and bicycle and pedestrian issues). Forks MPO makes every effort to encourage a diverse collection of individuals on the TAC, but the members are ultimately chosen by each participating jurisdiction.

**Figure 3: Composition Of The Technical Advisory Committee**



Forks MPO encourages participation of all citizens in the regional transportation planning and programming process. All MPO Board, TAC, and subcommittee meetings are public meetings.

Additionally, Forks MPO strives to find ways to make participating on its committees convenient. This includes scheduling meetings in locations with good transit service and in or near neighborhoods with a high concentration of minority and low-income populations. Some further goals and strategies to actively engage minority populations are included in the Public Participation Plan.

### MPO’S ROLE IN PLANNING PROCESS

In the transportation planning process, the MPO's role includes:

- Maintaining a certified "3-C" transportation planning process: continuing, cooperative, and comprehensive.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective public participation process, which ensures meaningful public input, is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.



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## **PLANNING FACTORS**

The federal transportation bill, Fixing America's Surface Transportation (FAST) Act identifies ten planning factors that must be considered in the transportation planning process. The requirements of this law are illustrated in 23 CFR 450.306(b). The process used to select projects to be programmed through the TIP is based on these factors:

- 1) Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase safety of the transportation system for motorized and non-motorized users.
- 3) Increase security of the transportation system for motorized and non-motorized users.
- 4) Increase accessibility and mobility of people and freight.
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- 6) Enhance integration and connectivity of the transportation system across and between modes, people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize preservation of the existing transportation system.
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- 10) Enhance travel and tourism.

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## **TRANSPORTATION IMPROVEMENT PROGRAM**

The TIP is a federally mandated, annually prepared document that contains pedestrian, bicycle, transit, highway, and other transportation projects that are recommended for federal funding during the subsequent four years in the metropolitan area. The projects included in each year's TIP are derived from the area's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the transportation system. Agencies and jurisdictions propose projects to the MPO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the next 4 years.

The MPO's TIP includes projects from the North Dakota Department of Transportation Grand Forks District, Minnesota Department of Transportation (MnDOT) District #2 in the MPO's planning area, Grand Forks Transit Operator, East Grand Forks Transit Operator and local projects from member jurisdictions. Local projects that are fully funded by a city, or county are not included in the MPO TIP.

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA. The exception to this is when a project is 100% state or locally funded, then it does have some relaxation on meeting the federal requirements.

Projects can be revised or amended at any time during the program year by action of the MPO MPO Board. These listings include information regarding cost, specific funding sources, project timing, etc.

As a management tool for monitoring the progress of implementing the MTP, the TIP identifies criteria and a process for prioritizing implementation of transportation projects – including any changes in priorities from the previous TIP that were implemented – and identifies any significant delays in the planned implementation of other projects.

Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

TIP projects programmed for the Grand Forks-East Grand Forks MPA on the North Dakota side are included, without change, in the North Dakota State Transportation Improvement Program (STIP).

TIP projects programmed for the Grand Forks-East Grand Forks MPA on the Minnesota side are included, without change, in the MnDOT District #2 Area Transportation Improvement Program (ATIP) and subsequent Minnesota State Transportation Improvement Program (STIP).

## **REGIONALLY SIGNIFICANT PROJECTS**

In addition, Federal regulations dictate the MPO must include in their annual TIP “all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53).”

Federal regulations go on to state:

*“For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.”*

Federal regulations have left the determination of “regionally significant” transportation projects up to individual MPOs.

As such, the Forks MPO has chosen to define regionally significant projects as:

A highway project consisting of the construction of a new interstate interchange, adding interstate through-lane capacity; or creating new roadways on new right-of-way, both financed with federal funds, which do not consist on an extension of the existing urban roadway network resulting from urban expansion; or a transit project creating a new transit building on newly purchased real estate.

## **ILLUSTRATIVE PROJECTS**

Illustrative Projects are those projects that were not included in the fiscally constrained project list due to limited funds. These projects are first to be considered if funds become available and may have a

total estimated cost associated with them. Illustrative projects must also conform to the goals and priorities outlined in the MTP.

## THE TIP AND ITS CONNECTION TO THE TRANSPORTATION PLANNING PROCESS

As previously stated, projects reflected in the fiscal year (FY) 2022-2025 TIP originate from the Forks MPO’s Metropolitan Transportation Plan (MTP). The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over a minimum 20-year time frame.

The regional transportation goals and objectives identified in the MTP set the broad policy framework for planning transportation improvements in MPA. Projects programmed into the TIP are intended to come from the MTP or support the long-range goals and objectives established in that framework.

Those goals include:

<b>MPO Goal Number</b>	<b>MPO Goal (also Federal Transportation Planning Factors)</b>	<b>MPO Goal Statement</b>
1	Economic Vitality	Support the economic vitality through enhancing the economic competitiveness of the metropolitan area by giving people access to jobs, and education services as well as giving business access to markets.
2	Security	Increase security of the transportation system for motorized and non-motorized uses.
3	Accessibility and Mobility	Increase the accessibility and mobility options for people and freight by providing more transportation choices.
4	Environmental/ Energy/Quality of Life	Protect and enhance the environment, promote energy conservation, and improve quality of life by valuing the unique qualities of all communities – whether urban, suburban, or rural.
5	Integration and Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight, and housing, particularly affordable housing located close to transit.
6	Efficient System Management	Promote efficient system management and operation by increasing collaboration among federal, state, local government to better target investments and improve accountability.
7	System Preservation	Emphasize the preservation of the existing transportation system by first targeting federal funds towards existing infrastructure to spur revitalization, promote urban landscapes and protect rural landscapes.

MPO Goal Number	MPO Goal (also Federal Transportation Planning Factors)	MPO Goal Statement
8	Safety	Increase safety of the transportation system for motorized and non-motorized uses.
9	Resiliency	Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10	Tourism	Enhance travel and tourism.

**CONSISTENCY WITH OTHER PLANS**

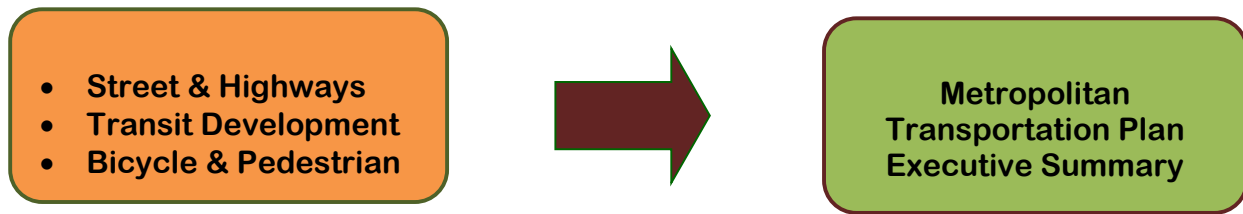
**MTP**

The Metropolitan Transportation Plan (MTP) documents the ongoing, multimodal, short-term, and long-term transportation planning process in the MPA. The current MTP was adopted in January 2019 by the MPO Board and has a planning horizon of 2045. The MTP sets the regional transportation policy for the MPO’s planning area and identifies the major, long-range transportation investments.

Projects contained in the TIP must first be identified in the MTP. Whereas the MTP provides a 20 to 25-year overview of transportation need, the TIP looks at the near future and is the means to program federal transportation funds for projects to meet those needs. In addition, the TIP is consistent with other plans developed by the MPO.

The Executive Summary presents the modal elements of the region’s multimodal transportation system, as illustrated in Figure 4. This accounts for changes in the metropolitan area since the last plan that was adopted in 2013. Actions and strategies outlined here are the Grand Forks/East Grand Forks Metropolitan Planning Organization’s three modal plan elements are summarized into an Executive Summary. Those three modal elements are the Street/Highway Plan (adopted December 2018), Transit Development Plan (adopted July 2017 and amended in November 2018) and the Bicycle and Pedestrian Plan (adopted January 2019). The three documents work together to guide planning and funding for multimodal transportation in the Grand Forks/East Grand Forks metropolitan area.

FIGURE 4: FORKS MPO TRANSPORTATION PLANS



## PPP

Forks MPO's adopted Public Participation Plan (PPP) serves as a framework of guidelines for the MPO's public engagement processes. Public involvement procedures are also required by federal regulations to be in place and periodically reviewed regarding the effectiveness of the process to ensure open access is provided to all. The PPP provides guidance for how the TIP is to be developed and made available for public review and comment. See:

[https://www.theforksmo.org/public\\_participation/public\\_participation\\_plan\\_ppp](https://www.theforksmo.org/public_participation/public_participation_plan_ppp)

## PROGRAMMING THE TIP

Unlike NDDOT, MnDOT has established eight Area Transportation Partnerships (ATPs) throughout the state to manage the programming of Federal transportation projects. Each of these ATPs is responsible for developing a financially constrained Area Transportation Improvement Program (ATIP) and incorporated into a financially constrained STIP.

MnDOT District #2 is represented by NWATP (<http://www.dot.state.mn.us/d2/atp/index.html>). Similar to the MPO, the purpose of the ATP is to prioritize projects in the larger region for receiving federal funding. This priority list is called the Area Transportation Improvement Program (ATIP) and is combined with the other ATIPs from the other ATPs around the state. This combined document is the draft STIP.

Although the ATP encompasses the MPO MPA, the MPO through the development of the TIP leads the project selection of the projects located within the MPA boundaries. The ATP leads the project selection outside the MPA boundaries.

As the designated MPO for the urbanized area, the Forks MPO must develop its own TIP that is incorporated into the ATIP and subsequently, the STIP. The STIP must be consistent with the TIP.

The TIP project solicitation and development process begins in September. Projects originate from:

- MPO MTP
- Implementing jurisdiction and/or agency project submittals

Projects meeting the minimum qualifying criteria are prioritized by the MPO's TAC into one intermodal project list.

The MPO, in cooperation with NDDOT, MnDOT and the Public Transportation Operators cooperatively implement a process for solicitation, prioritization, and selection of transportation improvement projects which are eligible for federal aid.

MPO member jurisdictions and agencies that are interested in pursuing transportation projects within the MPA must follow a specific process and satisfy certain criteria.

The Forks MPO has adopted and maintains a TIP Procedural Manual that identifies the specific actions the Forks MPO undertakes in developing a TIP (see: <https://www.theforksmmpo.org/common/pages/DisplayFile.aspx?itemId=16985775>).

Prioritization considerations include the following:

## **TIP PROJECT PRIORITIZATION and SELECTION**

### **Project Screening**

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

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

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

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

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

Will the completed project comply with ADA requirements?

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

### **Project Prioritization**

As a management tool for monitoring progress in implementing the Forks MPO’s MTP, the MPO staff evaluate, based upon established scoring criteria, each project’s ability to fulfill the goals of the MPO’s MTP. The scoring criteria provide a series of yes/no questions which indicate how the proposed project will incorporate the goals of the MPO’s MTP.

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

Agencies are encouraged to use the evaluation system while they are preparing their projects for

submission as a checklist to ensure their projects are fulfilling the goals of the MTP. Evaluation considerations shall include, but are not limited to:

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

## Project Selection

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

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

Federal Regulations provide a definition of project selection:

**“Project Selection** means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first four years of an approved TIP and/or STIP to implementation.”

## Project Selection and the Four-Year TIP

### 1. Projects In the 1<sup>st</sup> Year of the TIP

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

### 2. Projects In the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Years of the TIP

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

## Project Selection Criteria for Year Placement

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

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

## **FUNDING SOURCES**

Projects included in the TIP will be funded by one or more of the following funding categories. Legislation allows Forks MPO, NDDOT, MnDOT, and transit operators to reserve, through the “3C” process, the ability to determine which of these funding categories – and how much of each – will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modifications.



Funding sources are identified on the following pages by the acronym in parentheses after each funding name listed below.

### **BONDS (BF)**

Funding identified as BF in the TIP indicate that projects are being funded almost exclusively with bond funds.

### **BRIDGE REPLACEMENT OFF-SYSTEM (BROS)**

A federally funded bridge replacement program intended to reduce the number of deficient off-system bridges within the state. This program applies to bridges under the jurisdiction of a public authority, located on a non-federal aid roadway and open to the public.

### **DEMO**

HPP, Earmark, National Corridor Improvement Program, Projects of National & Regional Significance and all projects that have a Demo ID.

### **EARLY LET LATE ENCUMBRANCE (ELLE)**

MnDOT's ELLE process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLE projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. The advantage of ELLEs are that it allows the project to be let and awarded in advance of funding availability so that work can begin as soon as the next SFY begins.

### **FEDERAL TRANSIT ADMINISTRATION (FTA)**

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the TIP are generally funded by one of several subcategories that represent different programs administered by the FTA to provide either capital or operating assistance to public transit providers.

### **HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's Strategic Highway Safety Plan (SHSP). Funds – allocated based upon merit by MnDOT's Office of Traffic Safety and Technology – may be used for a variety of safety improvements on any public road. Publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The Federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

## **HIGHWAY RAIL GRADE CROSSING & RAIL SAFETY (RRS)**

Railroad-highway grade crossing safety is funded under 23 USC Section 130. The current Federal participation for railroad-highway grade crossing safety improvement projects is 100 percent of the cost of warning system. Normally it is expected that the local road authority will pay for roadway or sidewalk work that may be required as part of the signal installation. Limited amounts of state funds are available for minor grade crossing safety improvements.

## **LOCAL FUNDS (LF)**

Funding identified as LF in the TIP indicate projects that are being funding almost exclusively with local funds but are identified as regionally significant and are therefore included in the TIP.

## **NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)**

The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). Section 1116 of the FAST Act amends 23 U.S.C. § 167 to establish the National Highway Freight Program (NHFP). Section 1116 also provides for a new National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1116 requires the re-designation of the NHFN every five years, and repeals Section 1116 of MAP-21, which allowed for an increased Federal share for certain freight projects.

## **NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)**

The NHPP provides support for the construction and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

## **STATE FUNDS (SF)**

Funding identified as SF in the TIP indicate that projects are being funded in part or completely with state funds. Funding sources include, but are not limited to, motor fuel, vehicle sales tax, and general fund transfers.

## **SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)**

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program. See Project Selection section for more information on how projects within the MPO's MPA qualify for this type of funding.

## **TRANSPORTATION ALTERNATIVES (TA)**

The Transportation Alternatives (TA) is a revision of the former Transportation Enhancements program under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities. States and localities are responsible for a minimum 20% of TA funds applied to projects. See Project Selection section for more information on how projects within the MPO's MPA qualify for this type of funding.

## **OTHER**

Funding identified as "other" could include funding from State or Federal grants or other funding sources including local funds.

## **FISCAL CONSTRAINT**

The TIP is fiscally constrained by year and includes a financial analysis that demonstrates which projects are to be implemented using existing and anticipated revenue sources, while the existing transportation system is being adequately maintained and operated.

The financial analysis was developed by the MPO in cooperation with NDDOT, MnDOT, public transportation providers, and local jurisdictions who provided the MPO with historic transportation expenditures and forecasted transportation revenue.

In developing the financial plan, the MPO considered all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private participation.

A detailed look at fiscal constraint can be found in Chapter 5.

## **ENVIRONMENTAL JUSTICE**

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects will have a disproportionate impact on people-of-color and/or low income populations, consistent with the 1994 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

A further look at TIP programmed projects in comparison to EJ areas can be found in Chapter 4.

## **PUBLIC INVOLVEMENT**

The MPO affords opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published in the The Herald – the newspaper of record for the MPO – and the TIP document is made readily available for review and comment.

The TIP public participation process is consistent with the MPO's Public Participation Plan (PPP), updated in summer 2020. The process provides stakeholders a reasonable opportunity to comment on the TIP.

Chapter 6 provides a more comprehensive look at public involvement used in developing the FY 2022-2025 TIP.

Public comments obtained can be found in Appendix B.

## **SELF CERTIFICATION**

Annually as part of the TIP, the MPO self-certifies along with the MnDOT that the metropolitan planning process is being carried out in accordance with all applicable requirements. Requirements relevant to the MPO include:

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- 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;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- Prohibiting discrimination based on gender; and
- Prohibiting discrimination against individuals with disabilities.

A copy of the MPO MPO Board statement of Self Certification is located in the front of this document.

## 2 | PERFORMANCE MEASURES AND TARGETS

The MAP-21 Act instituted transportation Performance Measurement (PM) for state DOTs and MPOs. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure.

In 2015, the FAST Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FTA, FHWA, state DOTs, and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. There are funding implications that are associated with the accomplishment or progress toward each target to incentivize planning efforts be tied to performance targets and goals.

Specific measures are to be used and targets are required to be established for each measure. Specifically, they are as follows:

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

Rather than adopting each respective State’s targets, the MPO adopted its own Safety Performance Targets beginning in 2018. These targets are required to be revisited annually. So each year, the MPO analyzes crash data on a five year rolling data method and has adopted the safety targets as shown in the graphic below.

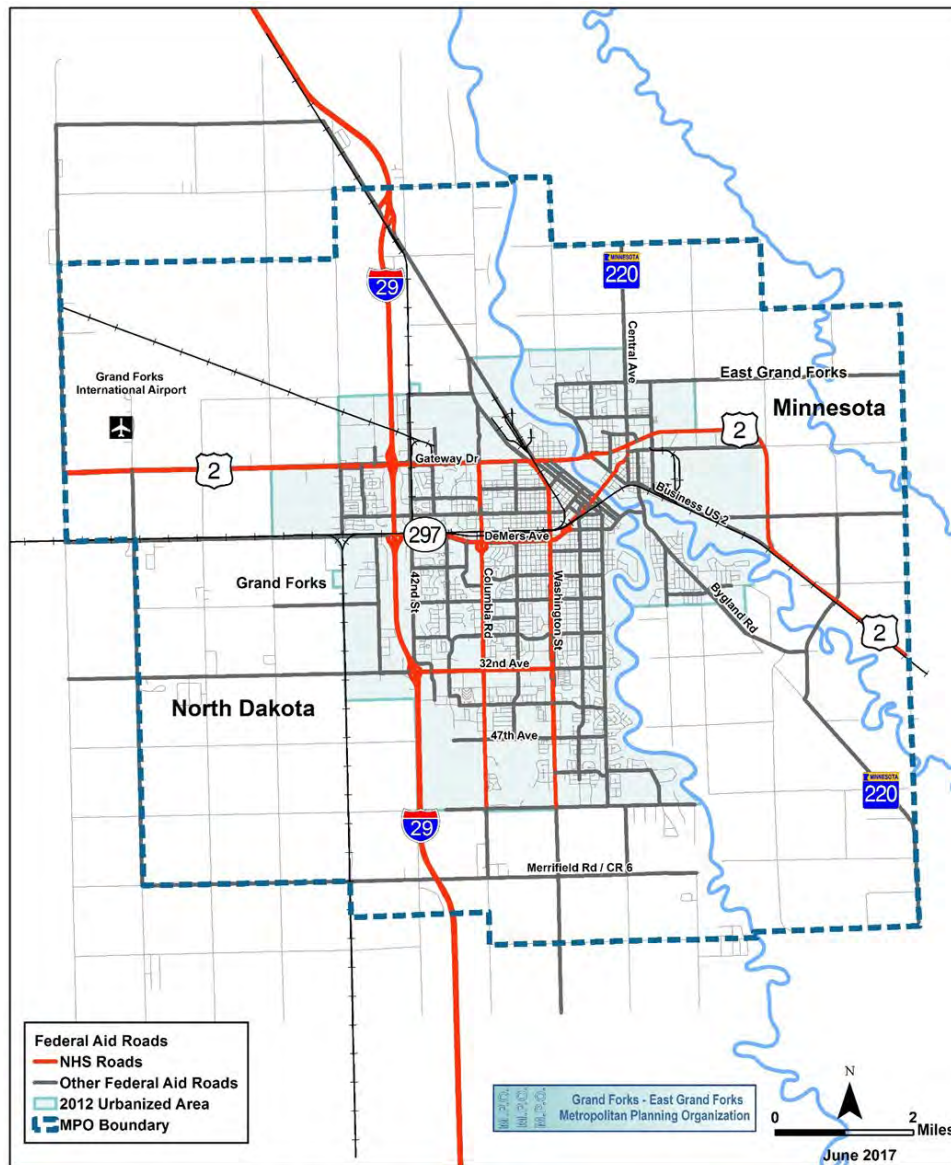
**Figure 5: Safety Targets for 2021**

<b><u>Performance Measure</u></b>	<b><u>Target</u></b>
Number of Fatalities	3 or fewer (decline in trend)
Rate of Fatalities	0.599 per VMT (decline in trend)
Number of Serious Injuries	15 or fewer (decline in trend)
Rate of Serious Injuries	5.296 per VMT (decline in trend)
Number of Nonmotorized Fatalities and Serious Injuries.	4 or fewer (decline in trend)

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

There are four performance measures identified; all pertain to the those roadways on the National Highway System (NHS). There are further broken down into Interstate Highways or non-Interstate Highways. The graphic below identified the roadways with the MPO area as being NHS routes.

**Figure 6: NHS Routes**



The targets adopted by the MPO are 4 year targets, meaning they are adopted initially in 2018 and are not needing review until 4 years has passed. There does exist an opportunity to review after two years when both State DOTs must review their respective pavement targets. The MPO

has adopted its own targets for the Interstate pavements and each respective State DOT’s targets for the Non-Interstate NHS pavements. Since the MPO adopted the State DOT’s targets for Non-Interstate NHS pavements, if the State DOTs make revisions to those targets at the mid-performance period review, then the MPO must revise and adopt new targets based within 180 days of the new State DOT adoptions. This happened this year.

**Table 1: Pavement and Bridge Condition Targets**

<b>Performance Measure</b>	<b>Target</b>
Percent of NHS Bridges in Good Condition	ND 60%; MN 35%
Percent of NHS Bridges in Poor Condition	ND 4%; MN 4%
Percent of Interstate Pavement in Good Condition	75.6%
Percent of Interstate Pavement in Poor Condition	3%
Percent of Non-Interstate NHS Pavement in Good Condition	ND 58.3%; MN 50%
Percent of Non-Interstate NHS Pavement in Poor Condition	ND 3%; MN 4%

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

This performance measure addresses bridges located on NHS roadways. The targets adopted by the MPO are 4 year targets, meaning they are adopted initially in 2018 and are set for 2021. New targets will be adopted in 2022 for 2025. There is an opportunity to review after two years when both State DOTs must review their respective bridge targets. The MPO has adopted each respective State DOTs’ target for the NHS Bridge Condition. Since the MPO adopted the State DOT’s targets for Non-Interstate NHS pavements, if the State DOTs make revisions to those targets at the mid-performance period review, then the MPO must revise and adopt new targets based within 180 days. This happened this past year.

See table above

- **National Performance Management Measures to Assess Performance of the National Highway System** (23 CFR 490, Subpart E) and **National Performance Management Measures to Assess Freight Movement on the Interstate System** (23 CFR 490, Subpart F)

Travel time reliability quantifies the level of reliability, or the extent of variability, in travel times. The MPO has adopted its own targets. These are 4 year targets, meaning they were adopted in 2018 and are to be revisited in 2022. There does exist an opportunity to review after two years when both State DOTs must review their respective reliability targets.

**Table 2: Performance of the National Highway System**

<b>Performance Measure</b>	<b>Target</b>
Percent of Reliable Person Miles on the Interstate	90%
Percent of Reliable Person Miles Reliable on the Non-Interstate NHS	ND 85%; MN 90%
Truck Travel Time Reliability Index	1.5

- **Transit Asset Management** (49 CFR 625)

The MPO has adopted its transit asset targets and are required to be revisited in four years. Annually, each transit operator has to revisit its targets; the MPO can, if it desires, adjust its targets annually as well to be in alignment with the transit operator. These targets are based upon national performance criteria such as expected “life” of a bus or condition of a building.

**Table 3: Performance of the Transit Assets**

<b>Performance Measure</b>	<b>Target</b>
Percent of equipment useful life benchmark	80%
Percent of rolling stock useful life benchmark	50%
Percent of facilities rated below condition 3 on the TERM scale	50%

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## **PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)**

The Public Transportation Agency Safety Plan (PTASP) regulation requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan. The local public transportation operators finalized their targets in July 2021.

MPOs have 180-days from their specific public transportation operator’s PTASP adoption to adopt PTASP targets for the MPA. The Forks MPO is working with the local transit operators and FTA-Denver Region to achieve compliance.

The public transportation operator is required to update the PTASP on an annual basis, but MPOs are not required to adopt PTASP targets on an annual basis. Only when a new PTASP is adopted (at least once every four years) does the MPO have to adopt PTASP targets.

### **Investment Priorities**

The Forks MPO’s adopted 2045 MTP provides the investment priorities. Each of the above listed targets are a vital component of the MPO’s planned outcome of how its multi-modal transportation system will perform. Due to the fiscal constraint requirement, projects identified within the 2045 MTP, specifically



during the first five year period (to 2027), are listed with careful consideration to their contribution towards being consistent with the MTP.

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.

For example, 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 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 that are expected to have a positive impact toward meeting safety targets.

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. Improvements to the HSIP project solicitation process are underway.

#### **Anticipated Effect of TIP projects on Targets**

This TIP does program several projects being funded by the HSIP. One example project is the safety improvements being programmed on 32<sup>nd</sup> Ave S in Grand Forks (TIP #ND12). 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. One example project is the programmed reconstruction of the Washington Underpass in Grand Forks (TIP#ND17). 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.

For travel time reliability, travelers desire to have a known amount of time to make their trip. If extra time is unexpectedly added to the travel, the trip becomes something different than expected. An example of a programmed project is the replacement of the traffic signals in Downtown East Grand Forks (TIP#MN19). These new signals will incorporate significant technological updating of the signal equipment capabilities allowing coordination opportunities with Grand Forks.

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. One example project is the programmed purchase of replacement vehicles for the Demand Response transit service (TIP#MN15).

### **Conclusion on Performance**

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.

### 3 | FY 2022 – 2025 TIP PROJECTS

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 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 not on the federal aid system are scheduled by the member jurisdictions but do not appear in this document. Contact any member jurisdictions for a listing of local projects not on the federal aid system.

Projects are listed 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 LOCATION	FACILITY	ESTIMATED COST (THOUSANDS)					STAGING
	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	AND SOURCE OF FUNDING				Operations
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.
			FUNDING SOURCE					
							TOTAL	

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.

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.



URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.
FUNDING SOURCE									TOTAL

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 sometimes can include preliminary engineering, right-of-way, and construction costs for each project.

Funding Sources:

Describes the primary funding program that is providing the majority of revenue towards the project. Such example of funding include the North Dakota Urban Roads Program (URP). Under URP, Highway Safety Improvement Program (HSIP), or FTA #5307 program.

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.
FUNDING SOURCE									TOTAL

Staging:

The staging section depicts the latest estimate for work toward a project's completion. It also identifies for transit whether the project is for operating costs or capital purchase costs. The highway 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.

This staging for highways only really comes into play for the “regionally significant” projects. For these highly impactful projects in our MPA, each of these individual stages are identified by the year the stage is schedule to be complete. This assists in showing how projects progress towards implementation.

For non-regionally significant, these stating costs are grouped from projects that only use federal funds towards one of these stages. The exception being the construction costs. That is individually listed for every project.

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**NORTH DAKOTA  
PROJECT LISTINGS**

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2022	2023	2024	2025	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
				TOTAL					TOTAL					
Grand Forks #ND1 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	The Federal and Local revenues may be replaced by CARES					Capital	NA				
				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 #ND2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital							Operations	NA				
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	NOTE:					Capital	16.00				
				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 before, Fed, State & Local Matching Funds are applied.										

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
		FUNDING SOURCE													
Grand Forks #ND3  No PCN	Grand Forks	NA	Purchase scheduling and dispatching software Purchase Replacement bus shelters Purchase data management software												
	Grand Forks	Capital								514.00					
	Fixed Route	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL				
				514.00	411.20			102.80							
				FTA #5339 Capital						514.00					
Grand Forks #ND4  No PCN	Grand Forks	NA	Purchase two replacement vehicles for the Demand Response service												
	Grand Forks	Capital								94.00					
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL				
				94.00	94.00			0.00							
				COVID-19 Funds						94.00					
Grand Forks #ND5  No PCN	Grand Forks	NA	Funding to continue the Mobility Manager position  AWAITING FOR AWARD												
	Grand Forks	Capital								43.18					
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL				
				43.18	34.54			8.64							
				FTA #5310						43.18					



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	2022	2023	2024	2025				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations									
									R.O.W.									
									CONSTR.									
									TOTAL									
Grand Forks #ND6 PCN 22167	Grand Forks	N. Washington	Reconstruct the roadway, rehabilitate the structure and make sidewalks ADA compliant for the railroad underpass on US 81B (N. Washington St) just north of the intersection of ND 297 (DeMers Ave).	REMARKS: STIP shows as two separate projects Aproximately 50% funding through Regional Urban and other 50% funding through Rural Program Amended April 2021														
	NDDOT	Principle Arterial		Operations														
	Bridge Reconstruct	Discretionary		Capital														
					P.E.													
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				11,150.00	9,024.00	1,063.00		1,063.00	CONSTR.	11,150.00								
									TOTAL	11,150.00								
									Urban Regional Secondary Roads Program					TOTAL	11,150.00			
Grand Forks #ND7 PCN 23191	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 inspection caused project to move up one year AMENDED April 2021														
	NDDOT	Principal Arterial		Operations														
	Rehabilitation	Discretionary		Capital														
					P.E.													
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
				750.00	607.00	68.00		75.00	CONSTR.	750.00								
									TOTAL	750.00								
									Bridge Program					TOTAL	750.00			
Grand Forks #ND8 PCN 22871	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								
									TOTAL	2,305.00								
									Urban Grant Program					TOTAL	2,305.00			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						ELEMENT	2022	2023	2024	2025
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
Grand Forks #ND9 PCN 22909	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												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				100.00	81.00	9.00	0.00	10.00	CONSTR.	100.00				
				Urban Regional Secondary Roads Program					TOTAL	100.00				
Grand Forks #ND10 PCN 23194	Grand Forks	32nd Ave S	convert a gravel surfaced multi-use trail into a hard surfaced multi-use trail between S. 48th St and Heartland Dr.	REMARKS: Recent award of funds due to newly available funding										
	Grand Forks	Minor Arterial		Amended April 2021										
	New Construction	Discretionary												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				392.00	236.00			156.00	CONSTR.	302.00				
				Transportation Alternative Program					TOTAL	392.00				
Grand Forks #ND11 PCN 23192	Grand Forks		perform maintenance work on the bike/ped underpass structure on S. Washington St. (US 81B) near 24th Ave S.	REMARKS: Inspection of structure identified need to have this project										
	NDDOT			New project										
	Preventative Maint.			Amended April 2021										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				50.00	40.50	4.50		5.00	CONSTR.	50.00				
				Urban Regional Secondary Program					TOTAL	50.00				

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations									
				FUNDING SOURCE					CONSTR.									
									TOTAL									
Grand Forks #ND12 PCN 22932	Grand Forks	US 2	complete a chip seal on US 2 (Gateway Dr) between N. 55th St and N. 69th St.r	REMARKS:														
	NDDOT	Principal Arterial																
	Rehabilitation	Discretionary																
	TOTAL					120.00	97.12	22.88		CONSTR.	120.00							
									Urban Regional Primary Program					TOTAL	120.00			
Grand Forks #ND13 No PCN	grand Forks	GF#17	Mill and Overlay GF #17 (S. Columbia Rd) between 62nd Ave S and GF #6 (Merrifield Rd).	REMARKS:														
	Grand Forks County	CMC																
	Pavement Preservation	Discretionary																
	TOTAL					147.00	117.45		29.36	CONSTR.	147.00							
									County Program					TOTAL	147.00			
Grand Forks #ND14 PCN ??	Grand Forks	Mill Road	complete a mill and overlay of Mill Road between US 2 (Gateway Dr) and US 81(N. Washington St).	REMARKS: Utilizes COVID-19 funds														
	Grand Forks	Minor Arterial																
	Pavement Preservation																	
	TOTAL					595.00	479.65		115.35	CONSTR.	595.00							
									COVID Funds					TOTAL	595.00			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

<b>FY 2022 Grouped Projects</b>						
<b>Project Phase</b>	<b>These Cost Estimates are to be determined; once identified, a TIP amendment will need to be processed.</b>	<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
<b>Preliminary Engineering (PE)</b>		xxx	xxx	xxx	0.00	xxx
<b>Right of Way (ROW)</b>		xxx	xxx	xxx	0.00	xxx
<b>Utilities</b>		xxx	xxx	xxx	xxx	xxx

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2022	2023	2024	2025		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
				FUNDING SOURCE					CONSTR.						
									TOTAL						
Grand Forks #ND15 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							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 #ND16 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	<b>NOTE:</b> Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA				
					16.40	13.12	0.00	0.00	3.28	CONSTR.		NA			
									FTA 5307 (80/20)		TOTAL		16.40		
				REMARKS: Net Operating is shown before Fed, State & Local Matching Funds are applied.											

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
		FUNDING SOURCE													
Grand Forks #ND17			INTENTIONALLY LEFT BLANK												
PCN									Operations						
									Capital						
									P.E.						
									R.O.W.						
									CONSTR.						
									TOTAL						
Grand Forks #ND18	Grand Forks	varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks												
PCN	Grand Forks	varies							Operations						
23232	ITS Rehab	Discretionary							Capital						
									P.E.						
									R.O.W.						
				3,335.00	2,360.00	0.00		975.00	CONSTR.			3,335.00			
				Urban Roads Program					TOTAL				3,335.00		
Grand Forks #ND19	Grand Forks	I29	High Tension Median Cable Guardrail Fargo District to Grand Forks												
PCN	NDDOT	Interstate							Operations						
	Safety	Discretionary							Capital						
									P.E.						
									R.O.W.						
				4,469.00	4,022.10	446.90			CONSTR.			4,469.00			
				Highway Safety Improvement Program					TOTAL				4,469.00		

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

<b>FY 2023 Grouped Projects</b>						
<b>Project Phase</b>	These Cost Estimates are to be determined; once identified, a TIP amendment will need to be processed.	<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
Preliminary Engineering (PE)		xxx	xxx	xxx	xxx	xxx
Right of Way (ROW)		xxx	xxx	xxx	xxx	xxx
Utilities		xxx	xxx	xxx	xxx	xxx

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2022	2023	2024	2025	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #ND20 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$292,381 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		Excludes FTA Programs 5309 and 5310 costs									NA	
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA	
				3,673.17	1,285.16	279.02	982.50	1,126.48	CONSTR.			NA		
				FTA 5307 (50/50)					TOTAL				3,673.17	
Grand Forks #ND21 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital										16.81		
	Fixed-Route Transit Service	Entitlement		<b>NOTE:</b> Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.										
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				16.81	13.45	0.00	0.00	3.36	CONSTR.					
				FTA 5307 (80/20)					TOTAL				16.81	
				REMARKS: A future #5310 project application is not shown at this time										
				<b>Net Operating is shown before Fed, State &amp; Local Matching Funds are applied.</b>										



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT							
										FUTURE EXPENDITURES							
	PROJECT NUMBER	RESPONSIBLE AGENCY		CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	2022	2023	2024	2025
														Operations	Capital	P.E.	
FUNDING SOURCE					TOTAL												
Grand Forks #ND22 PCN 23348	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		Operations													
	ITS Rehab	Discretionary		Capital													
				P.E.													
					TOTAL	6,668.00	5,334.40	1,058.70		274.90	R.O.W.						
											CONSTR.			6,668.00			
											TOTAL			6,668.00			
Grand Forks #ND23 PCN	Grand Forks	Columbia Road	Structure rehabilitation of the Columbia Road Overpass between 9th Ave S and 2nd Ave N.	REMARKS:													
	Grand Forks	Principal Arterial		Operations													
	Reconstruction	Discretionary		Capital													
				P.E.													
					TOTAL	8,930.00	6,744.00			2,186.00	R.O.W.						
											CONSTR.			8,930.00			
											TOTAL			8,930.00			
Grand Forks #ND24 PCN ??	Grand Forks	I29	CPR, grinding of I29 near the 32nd Ave S Interchange and southward to Thompson Interchange. Both directions	REMARKS: STIP has listed as two separate projects 3 miles is within MPO Study area													
	NDDOT	Interstate		Operations													
	Rehabilitation	Discretionary		Capital													
				P.E.													
					TOTAL	1,982.00	1,784.00	198.00	0.00	0.00	R.O.W.						
											CONSTR.			1,982.00			
											TOTAL			1,982.00			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

<b>FY 2024 Grouped Projects</b>						
<b>Project Phase</b>	These Cost Estimates are to be determined; once identified, a TIP amendment will need to be processed.	<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
Preliminary Engineering (PE)		xxx	xxx	xxx	xxx	xxx
Right of Way (ROW)		xxx	xxx	xxx	xxx	xxx
Utilities		xxxx	xxx	xxx	xxx	xxx

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2022	2023	2024	2025					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations									
				FUNDING SOURCE					CONSTR.									
									TOTAL									
Grand Forks #ND25 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, 2025 to December 31, 2025 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other														
	Grand Forks	Operations											3,765.00					
	Fixed-Route Transit Service	Entitlement		Excludes FTA Programs 5309 and 5310 costs										NA				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA					
				3,765.00	1,317.29	286.00	1,007.06	1,154.64	CONSTR.				NA					
									FTA 5307 (50/50)					TOTAL				3,765.00
Grand Forks #ND26 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:														
	Grand Forks	Capital											NA					
	Fixed-Route Transit Service	Entitlement		<b>NOTE:</b> Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.									16.81					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA					
				16.81	13.45	0.00	0.00	3.36	CONSTR.				NA					
									FTA 5307 (80/20)					TOTAL				16.81
				REMARKS: A future #5310 project application is not shown at this time														
				<b>Net Operating is shown before Fed, State &amp; Local Matching Funds are applied.</b>														

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING	STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES									
	RESPONSIBLE AGENCY	CLASSIFICATION				2022	2023	2024	2025							
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS				Operations										
						Capital										
						P.E.										
						R.O.W.										
						CONSTR.										
						TOTAL										
						FUNDING SOURCE										
						TOTAL	FEDERAL	STATE	OTHER	LOCAL						
						CONSTR.										
						TOTAL										
Grand Forks #ND27 PCN 23349	Grand Forks	32nd Ave S	The NDDOT will do a pavement preservation project between I-29 and S. Washington St. Pavement preservation to be CPR, grinding, and microseal	REMARKS:  This project is pending funding in 2024 and if not will be funded in 2025.												
	NDDOT	Principal Arterial				Operations										
	Pavement Preservation	Discretionary				Capital										
						P.E.										
						R.O.W.										
TOTAL	3,356.00	2,684.80	335.60		335.60	CONSTR.				3,356.00						
						Urban Regional Secondary Roads Program					TOTAL					3,356.00
Grand Forks #ND29 PCN	Grand Forks	Columbia Road	Reconstruct N. Columbia Road between University Ave and 8th Ave N.	REMARKS:  This project is pending funding in 2025 and if not will be funded in 2026.												
	Grand Forks	Principal Arterial				Operations										
	Reconstruction	Discretionary				Capital										
						P.E.										
						R.O.W.										
TOTAL	7,302.00	5,167.00			2,135.00	CONSTR.				7,302.00						
						Urban Roads Local Program					TOTAL					7,302.00
Grand Forks #ND30 PCN 23343	Grand Forks	US 2	replacement of pipe on US 2 at N. 69th St intersection - southside+A1 (353.715 mile mark)  replacement of pipe on US 2 at N. 62th St intersection - southside+A1 (353.715 mile mark)	REMARKS: These two projects are identified separately in the STIP  These projects are pending funding in 2025 and if not will be funded in 2026.												
	NDDOT	Principal Arterial				Operations										
	Rehabilitation	Discretionary				Capital										
						P.E.										
						R.O.W.										
TOTAL	445.00	360.14	84.86			CONSTR.				445.00						
						Urban Regional Secondary Roads Program					TOTAL					445.00

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
FUNDING SOURCE									CONSTR.					
									TOTAL					
Grand Forks #ND31 PCN	Grand Forks	I29	CPR, grinding of I29 near the 32nd Ave S Interchange and northward of US81 Interchange. Both directions	REMARKS: STIP has listed as two separate projects										
	NDDOT	Interstate												
	Rehabilitation	Discretionary												
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				2,911.00	2,620.00	291.00		335.60	CONSTR.				2,911.00	
Interstate Maintenance									TOTAL				2,911.00	
Grand Forks #ND32 PCN	Grand Forks	varies	Install speed minders signage at various locations within Grand Forks	REMARKS:										
	Grand Forks	varies												
	Safety	Discretionary												
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				40.00	36.00			4.00	CONSTR.				40.00	
Highway Safety Improvement Program (HSIP)									TOTAL				40.00	
Grand Forks #ND33 PCN ??			INTENTIONALLY LEFT BLANK	REMARKS:										
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
									CONSTR.					
									TOTAL					

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

<b>FY 2025 Grouped Projects</b>						
<b>Project Phase</b>	<b>These Cost Estimates are to be determined; once identified, a TIP amendment will need to be processed.</b>	<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
<b>Preliminary Engineering (PE)</b>		xxx	xxx	xxx	xxx	xxx
<b>Right of Way (ROW)</b>		xxx	xxx	xxx	xxx	xxx
<b>Utilities</b>		xxx	xxx	xxx	xxx	xxx

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00

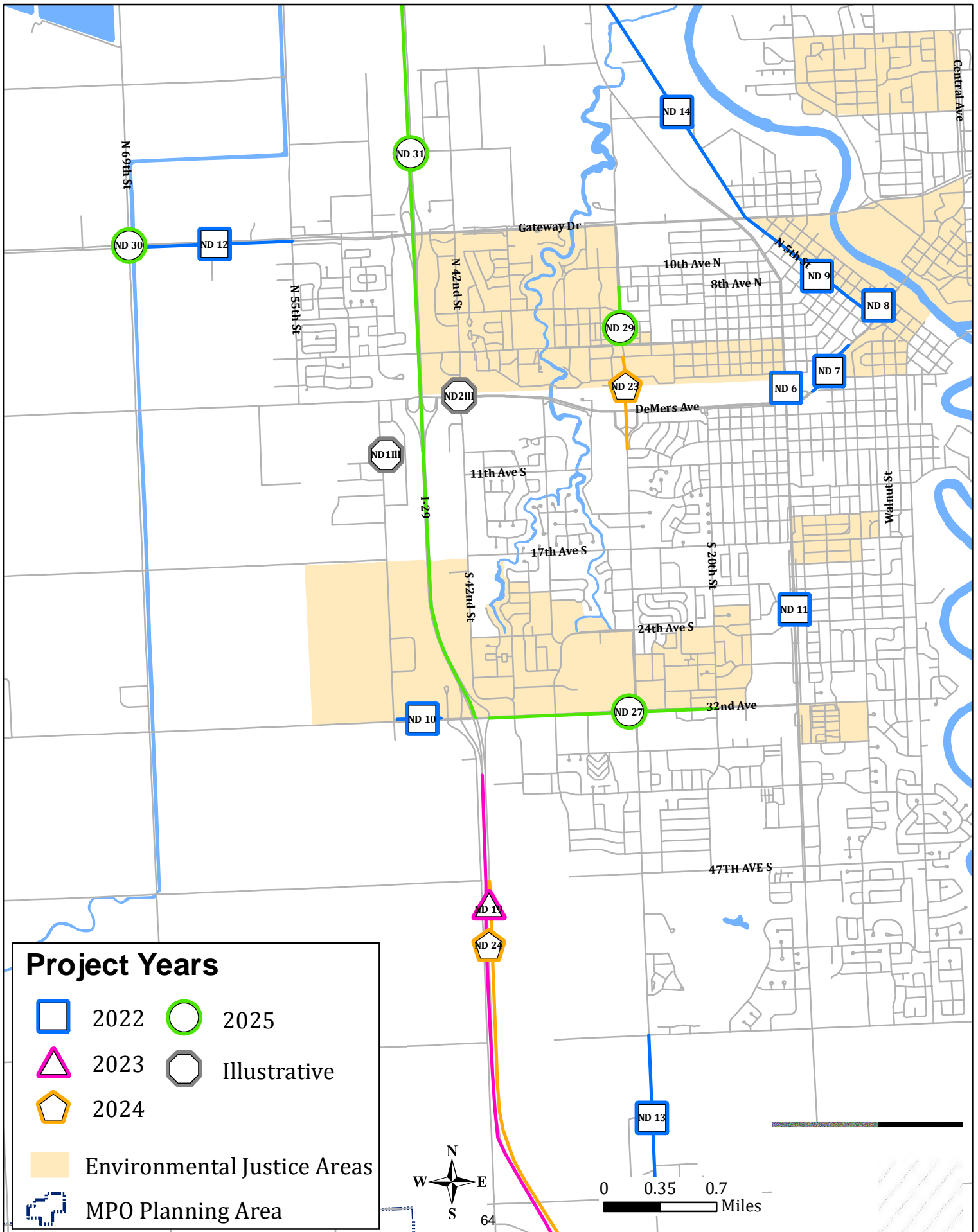
**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

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						
			<b>Grand Forks TOTALS</b>											
								Operations	3,496.17	3,583.58	3,673.17	3,765.00		
								Capital	667.18	16.40	16.81	16.81		
								P.E.	90.00	0.00	NA	NA		
								R.O.W.	0.00	0.00	NA	NA		
								CONSTR.	15,519.00	7,804.00	17,580.00	14,054.00		
								TOTAL	19,772.35	11,403.98	21,269.98	17,835.81		

# 2022- 2025 ND Transportation Improvement Program





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**MINNESOTA**  
**PROJECT LISTINGS**

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT				FUTURE EXPENDITURES						
										2022	2023	2024	2025	2022	2023	2024	2025			
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL					
	FUNDING SOURCE																			
	East Grand Forks #MN1	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 36 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 <b>The Federal and Local revenues may be replaced by CARES</b> Estimated fare is \$4,500 <b>Other is MN Transit Formula Funds</b>												
East Grand Forks		Operations	TOTAL	FEDERAL	STATE			OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL					
Fixed-Route Transit Service		Entitlement	552.59	120.00	0.00			342.47	85.62	552.59	0.00	NA	NA	NA	552.59					
					FTA 5307															
East Grand Forks #MN2	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 \$15,900 <b>The Local revenues may be replaced by CARES</b> <b>Other is MN Transit Formula Funds</b>															
	East Grand Forks	Operations			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL					
	Paratransit Service for Disabled Persons	Entitlement			143.10	0.00	0.00	108.12	19.08	143.10	0.00	NA	NA	NA	143.10					
					State Transit Funds															
East Grand Forks #MN3	East Grand Forks	NA	Purchase Class 400 replacement vehicle for Demand Response	TRS-0018-22TA	REMARKS:															
	East Grand Forks	Capital			<b>Other is MN Transit Formula Funds</b>					Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL					
	Paratransit Service for Disabled Persons	Entitlement			169.00	135.20		16.90	16.90	169.00	169.00	NA	NA	NA	169.00					
					FHWA STPBG Program flexed															

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022-2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations									
										Capital								
									P.E.									
									R.O.W.									
									CONSTR.									
									TOTAL									
									FUNDING SOURCE					TOTAL				
East Grand Forks #MN4	East Grand Forks	US 2	WBL - FROM 5TH AVE NE (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING	REMARKS: Project being physically done in FY2021 Project being fiscally done in FY2022														
	MnDOT	Principal Arterial																
	Rehabilitation	Discretionary							Project # 6001-61									
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
				9,387.21	7,509.77	1,877.44	0.00	0.00	CONSTR.	9,387.21								
									District Managed Program					TOTAL	9,387.21			
East Grand Forks #MN5	East Grand Forks	Bygland Rd	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout	REMARKS: Other costs are non-construction costs Other Revenue is MN State Aid														
	East Grand Forks	Minor Arterial																
	Reconstruction	Discretionary							Project # 119-119-013									
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
				1,493.00	860.00		633.00	0.00	CONSTR.	1,493.00								
									NWATP City Sub-target					TOTAL	1,493.00			
East Grand Forks #MN6	East Grand Forks	Mn220 N	Project entails refurbishing traffic signals at intersection with 14th St NW, make ped improvements at intersection of US 2 and at 17th St NW; includes signal enhancements. at interswecion with US2	REMARKS:														
	MnDOT	Minor Arterial																
	Rehabilitation	Discretionary							Project #6017-44									
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
				410.00	0.00	290.00	0.00	120.00	CONSTR.	410.00								
									District Managed Program					TOTAL	410.00			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations							
										Capital						
									P.E.							
									R.O.W.							
									CONSTR.							
									TOTAL							
East Grand Forks #MN7	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 36 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$545,000												
	East Grand Forks	Operations		Estimated fare is \$4,500 <b>Other is MN Transit Formula Funds</b>					Operations		569.17					
	Fixed-Route Transit Service	Entitlement	TRF-0018-23B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		NA					
					569.17	123.60	0.00	352.74	88.19	R.O.W.		NA				
									CONSTR.		NA					
									TOTAL		569.17					
									FTA 5307							
East Grand Forks #MN8	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)	REMARKS: Contract demand response service Estimated fare is \$16,390												
	East Grand Forks	Operations		<b>Other is MN Transit Formula Funds</b>					Operations		147.40					
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-23A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		NA					
					147.40	0.00	0.00	111.36	19.65	R.O.W.		NA				
									CONSTR.		NA					
									TOTAL		147.40					
									State Transit Funds							
East Grand Forks #MN9			Intentionally left blank	REMARKS:												
									Operations							
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.							
										R.O.W.						
									CONSTR.							
									TOTAL							

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	REMARKS:	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
		FUNDING SOURCE														
East Grand Forks #MN10	MnDOT	2nd Ave NE	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 119, 2ND AVE NE, EAST GRAND FORKS, POLK COUNTY  Project # 60-00137	Other is MN Office of Freight Funds												
	East Grand Forks	Minor Arterial									0.00					
	RR xing	Discretionary										0.00				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA					
				300.00	270.00	0.00	30.00	0.00	CONSTR.		300.00					
				FUNDING SOURCE					TOTAL							
				TOTAL							300.00					
East Grand Forks #MN11			Intentionally left blank	REMARKS:												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.							
									CONSTR.							
				FUNDING SOURCE					TOTAL							
				TOTAL												
East Grand Forks #MN12			Intentionally left blank	REMARKS:												
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.							
									CONSTR.							
				FUNDING SOURCE					TOTAL							
				TOTAL												

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
East Grand Forks #MN13	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 36 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000										
	East Grand Forks	Operations		estimated fare is \$4,770 <b>Other is MN Transit Formula Funds</b>								586.24		
	Fixed-Route Transit Service	Entitlement	TRF-0018-24B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
				586.24	127.31	0.00	363.33	90.83	CONSTR.			NA		
				FTA 5307					TOTAL			586.24		
East Grand Forks #MN14	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2024 to December 31, 2024. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$16,880										
	East Grand Forks	Operations		<b>Other is MN Transit Formula Funds</b>								151.82		
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-24A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
				151.82	0.00	0.00	114.70	20.24	CONSTR.			NA		
				State Transit Funds					TOTAL			151.82		
East Grand Forks #MN15	East Grand Forks	NA	Purchase Class 400 replacemmnt vehicle	REMARKS:										
	East Grand Forks	Capital		<b>Other is MN Transit Formula Funds</b>								0.00		
	Fixed-Route Transit Service	Entitlement	TRS-0018-24C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
				179.00	83.20	0.00	77.90	17.90	CONSTR.			NA		
				Flexed STPBG Program FHWA					TOTAL			179.00		

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2024	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
										TOTAL				
East Grand Forks #MN16	East Grand Forks	DeMers Ave	On DeMers Ave (USB2), AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT/ADA IMPROVEMENTS	REMARKS:										
	MnDOT	Principal Arterial	Project # 6001-68						Operations			0.00		
	Signal Replacement	Discretionary							Capital			0.00		
									P.E.			NA		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
				1,200.00	632.00	158.00	0.00	410.00	CONSTR.			1,200.00		
				Statewide Performance Program					TOTAL			1,200.00		
East Grand Forks #MN17			Intentionally left blank	REMARKS:										
									Operations					
									Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #MN18			Intentionally left blank	REMARKS:										
									Operations					
									Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES								
	RESPONSIBLE AGENCY	CLASSIFICATION								2022	2023	2024	2025						
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations										
				FUNDING SOURCE					Capital										
									P.E.										
									R.O.W.										
									CONSTR.										
									TOTAL										
East Grand Forks #MN19	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 36 hours of revenue service daily. Bus for the period January 1, 2025 to December 31, 2024 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000															
	East Grand Forks	Operations		estimated fare is \$4,910 <b>Other is MN Transit Formula Funds</b>										603.83					
	Fixed-Route Transit Service	Entitlement	TRF-0018-25B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					NA					
				603.83	131.13	0.00	374.23	93.56	CONSTR.					NA					
									FTA 5307					TOTAL					603.83
East Grand Forks #MN20	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2025 to December 31, 2025. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$17.380															
	East Grand Forks	Operations		<b>Other is MN Transit Formula Funds</b>										156.38					
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-25A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					NA					
				156.38	0.00	0.00	118.15	20.85	CONSTR.					NA					
									State Transit Funds					TOTAL				156.38	
East Grand Forks #MN21			Intentionally left blank	REMARKS:															
				<b>Other is MN Transit Formula Funds</b>															
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.										
									CONSTR.										
									TOTAL										



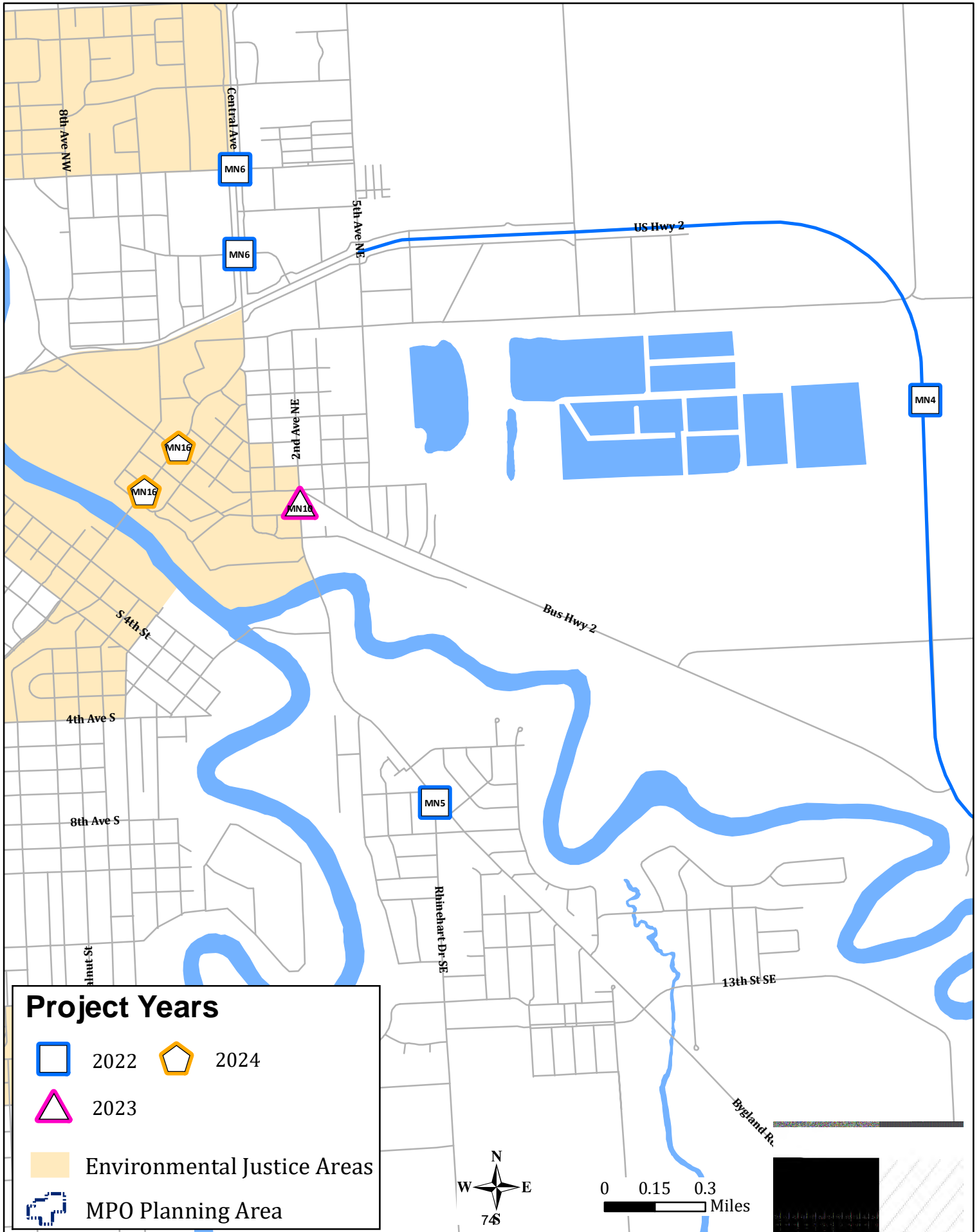
**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2022 - 2025**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSIFICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2021	2022	2023	2024		
									Capital					
								P.E.						
								R.O.W.						
								CONSTR.						
								TOTAL						
			East Grand Forks TOTALS											
								Other	0.00					
								Operations	695.69	716.57	738.06	760.21		
								Capital	169.00	0.00	179.00	0.00		
								P.E.	0.00	0.00	NA	NA		
								R.O.W.	0.00	0.00	NA	NA		
				16,048.74	9,992.21	2,325.44	2,642.90	1,002.83	CONSTR.	11,290.21	300.00	1,200.00		
								TOTAL	12,154.90	1,016.57	2,117.06	760.21		

# 2022- 2025 MN Transportation Improvement Program



**ILLUSTRATIVE  
PROJECT LISTINGS**

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**Illustrative Projects**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Pending Year	
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING					Operations	2022	
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
	FUNDING SOURCE					TOTAL					
Grand Forks #ND1 III  No PCN	Grand Forks	Maintenance Bldg	Expansion of the Public Transportation Maintenance Building and new fueling system	REMARKS: Project is applying for competitive grant programs							
	Grand Forks	Capital							6,000.00		
	Facility Expansion	Discretionary									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
				6,000.00	4,800.00			1,200.00			
				FTA Programs					TOTAL	6,000.00	
Grand Forks #ND1 III  No PCN	Grand Forks	N 42nd St	construct a new grade separation for N. 42nd St and the BNSF railline, includes intersection of DeMers Ave.	REMARKS:							
	Grand Forks	Minor Arterial									
	New Construction	Discretionary									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
				45,000.00							45,000.00
									TOTAL	45,000.00	
				REMARKS:							
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
									TOTAL		

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## 4 | COMMUNITY IMPACT ASSESSMENT

In 1994, Presidential Executive Order 12898 mandated that every federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation (USDOT) set forth the following three principles to ensure non-discrimination in its federally funded activities:

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

Therefore, Environmental Justice/Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on minority or low income populations. While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects negatively affect the health or environments of minority or low income populations.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Figure 11 on the following page identifies the high-concentration areas of minority and low-income populations in the MPA and shows their location relative to the projects that are listed in this TIP.

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. The MPO's Environmental Justice Manual details its approach towards fulfilling this Order:

[https://www.theforksmmpo.org/UserFiles/Servers/Server\\_16222865/Image/Public%20Participation/ForksEJfinal2019.pdf](https://www.theforksmmpo.org/UserFiles/Servers/Server_16222865/Image/Public%20Participation/ForksEJfinal2019.pdf)

For purposes of the EJ analysis in the TIP, the MPO identifies the relationships that exist between projects and minority or low income populations. Map 1 displays the locations of the 2022-2025 TIP projects and their relationship to metropolitan populations (census block groups) that have been identified as EJ. A situation of particular concern would be a grouping of projects in or around a EJ population, or a particular EJ population 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 2022-2025 appear to be well dispersed and spread throughout the metropolitan area. Further, no one year has too many projects within or around a particular EJ population. Thus, any impacts resulting from the implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

It should be noted here that most TIP projects are construction projects, which do have “negative” impacts to the nearby area during the time of construction, such as increased congestion, delays, detours, noise, or dust. Projects programmed in the TIP are at a very early stage of development. After TIP approval, projects proceed through a preliminary engineering design and an environmental review processes. During these processes, a much more informed analysis of any EJ impacts are identified and mitigated, if necessary.

There are example projects in the 2022-2025 TIP that either border or are partially within an identified EJ neighborhood. The Projects are:

- Project ND#23 and ND329 involves reconstruction and rehabilitating the one of the main corridors connecting an EJ neighborhood to medical and general commercial areas of the metropolitan area, providing benefit to the EJ neighborhood.
- Project MN#16 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 ND#8 will benefit the EJ neighborhood by reconstructing the street and enhancing the multi-modal facilities of the N. 4th St.
- Project ND#32 involves the placement of speed minder signs, some of which will be beneficial to EJ neighborhoods.



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## 5 | FINANCIAL PLAN & FISCAL CONSTRAINT

As the federally designated MPO for the metropolitan area, the Forks MPO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR § 450.326(j), the Forks MPO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance (O&M) of the existing transportation system. To comply with these requirements, the Forks MPO has examined past trends regarding federal, state, and local revenue sources for transportation projects in the area to determine what levels of revenue can be reasonably expected over the TIP cycle. The resulting revenue estimates were then compared with the cost of the projects in the TIP, which are adjusted for inflation to represent year-of-expenditure.

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### FUNDING LEVELS & FISCAL CONSTRAINT ANALYSIS

#### FEDERAL FUNDING

The reference to the specific federal programs earlier, other than HSIP and transit, are rarely used in the TIP. Each state repackages these federal funding sources into state named programs. The funding that is available is different enough between the two communities that the following section is included to better inform what those differences are.

#### MINNESOTA

##### Highway Funding

Partnering agencies, through the MPO, continues to work with the Minnesota Department of Transportation through the designated Area-wide Transportation Partnership<sup>1</sup> (ATP) to develop the list of transportation capital and operating assistance projects. Minnesota policy is to allow federal highway funds to pay for construction costs only, with a few exceptions. Right of way costs, utility relocation, design engineering, or construction engineering typically are not eligible under Minnesota policy even though they are eligible under federal policy. Polk County typically does not engage in the MPO TIP. Most of this section describes the City of East Grand Forks information. Local funding for East Grand Forks projects has been assured by the City Administrator's Office.

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

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



transportation funding. Specifics about the ATP Area II can be founds here:

<https://www.dot.state.mn.us/d2/atp/docs/policy.pdf>

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, Thief River Falls, Crookston, and Bemidji. East Grand Forks is scheduled to receive federal funding in 2022 for City Sub-Target allocations.

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. This provides the City of East Grand Forks with a long-range view of capital needs. However, on an annual basis, the City of East Grand Forks 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.

#### Bikeway Funding

Bikeway improvements are funded with ATP STBGP set-aside (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. East Grand Forks also uses a smaller portion of its #5307 funds towards capital purchases. More recently, the State of Minnesota have been providing state revenues towards both operations and capital purchases. The City, via this state assistance, has expanded the operation to be more similar to that provided in Grand Forks.

Minnesota transit 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.

## NORTH DAKOTA

The partnering agencies, through the MPO, continues to work with the North Dakota Department of Transportation's Central Office and its Grand Forks District Office. Federal highway funds in North Dakota can pay for activities beyond just construction; which is different than Minnesota. In North Dakota, the activities of right of way purchase, utility relocation, preliminary engineering, or construction engineering are not connected to individual projects; rather, they are group as TIP project listings. The City of Grand Forks typically does not use federal funds towards these activities, especially for preliminary engineering. Grand Forks County rarely participates in the Forks MPO TIP process. NDDOT has re-packaged the federal funding programs into the following:

### Highway Funding

Urban Roads Program (URP): The North Dakota URP consists of all roadways not on the Interstate or Regional System which are classified as collectors and above. The URP is funded with Surface Transportation Program (STBGP) apportioned to NDDOT, plus additional funds from the NHPP and CMAQ programs.

Regional Roads Program (RRP): The RRP encompasses the state jurisdictional highways in the urban areas. The RRP is funded with 50% of STBGP available to NDDOT, plus additional funds from the NHPP and CMAQ programs. The System is further divided into two categories. These include the Primary Regional System and the Secondary Regional System.

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

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.

### Safety Funding

Highway Safety Improvement Program (HSIP) provides the primary federal funding towards safety projects. The purpose of these funds are to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State owned public roads and roads on tribal lands.

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

### Bikeway Funding

Bikeway improvements are funded with ATP STBGP set-aside (Transportation Alternative Program) funds. Local match for 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.

Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities are also used. NDDOT receives an annual apportionment in Section 5310 formula funds for use in urbanized areas between 50,000 and 199,000 in population. In the TIP, these funds are used towards funding the Mobility Manager position and for demand response vehicles.

Section 5339 Bus and Bus Related Facilities provide additional federal funding towards transit capital projects. This has been the primary federal funding source for the purchase of replacement vehicles to keep the transit system in a state of good repair.

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## **FINANCIAL PLAN**

The MPO accepts the responsibility to act in the public interest to program and fund transportation projects to be accomplished in the Metropolitan area. The MPO is required under federal legislation to develop a financial plan that takes into account federally funded projects. The TIP is fiscally constrained for each year, and the federal-and state-funded projects in the document can be implemented using current and proposed revenue sources based on estimates provided by local jurisdictions.

The total revenues and expenditures programmed in this four-year TIP represent an investment of:

- **\$87 Million total**
  - \$59 Million in federal funds
  - \$7 Million in state highway funds
  - \$7 Million in other state transportation funds
  - \$14 Million in local funds.

### **MINNESOTA**

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. Most federal transportation programs do not pay the 100% cost towards projects; typically a match of at least 20% of the costs are from state or

local funds. The individual project listings identify the source of funds towards the 100% cost estimate. Typically, the “OTHER” funds on the Minnesota side are Minnesota State Funds towards transit operation.

<b>Table #4</b>				
<b>Minnesota Side Funding Sources 2022-2025</b>				
<i>(shown in \$1,000)</i>				
<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
<b>\$17,235.51</b>	<b>\$10,642.44</b>	<b>\$2,488.00</b>	<b>\$2,856.90</b>	<b>\$1,162.83</b>

<b>TABLE 5</b>					
<b>Minnesota Side Finances by Year</b>					
<b>Revenues</b>					
<i>(shown in \$1,000)</i>					
		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>Transit</b>	<b>Operations</b>	<b>\$695.69</b>	<b>\$716.56</b>	<b>\$738.06</b>	<b>\$760.20</b>
<b>Transit</b>	<b>Capital</b>	<b>\$169.00</b>	<b>NA</b>	<b>\$179.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>P.E.</b>	<b>\$150.00</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Street</b>	<b>R.O.W.</b>	<b>\$62.00</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Street</b>	<b>CONSTR.</b>	<b>\$12,103.00</b>	<b>\$300.00</b>	<b>\$1,200.00</b>	<b>NA</b>
	<b>TOTAL</b>	<b>\$13,341.69</b>	<b>\$1,016.56</b>	<b>\$2,117.06</b>	<b>\$760.20</b>
<b>Expenditures</b>					
<i>(shown in \$1,000)</i>					
		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>Transit</b>	<b>Operations</b>	<b>\$695.69</b>	<b>\$716.56</b>	<b>\$738.06</b>	<b>\$760.20</b>
<b>Transit</b>	<b>Capital</b>	<b>\$169.00</b>	<b>NA</b>	<b>\$179.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>P.E.</b>	<b>\$150.00</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Street</b>	<b>R.O.W.</b>	<b>\$62.00</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Street</b>	<b>CONSTR.</b>	<b>\$12,103.00</b>	<b>\$300.00</b>	<b>\$1,200.00</b>	<b>NA</b>
	<b>TOTAL</b>	<b>\$13,341.69</b>	<b>\$1,016.56</b>	<b>\$2,117.06</b>	<b>\$760.20</b>

East Grand Forks Transit has a balance of unobligated FTA 5307 funds and are available for obligation during the federal fiscal year for which they were apportioned plus five additional years. For example, funds appropriated in fiscal year 2013 are available until September 30, 2018. Any funds remaining unobligated at the end of the period of availability are added to the next year’s program apportionment.

At the end of the current TIP, there are an anticipated unobligated federal funds of \$1,028,500. This does not include any COVID-19 funding, which are identified at the end of this section.

It is very rare that any FHWA funds are unobligated within the TIP year they are appropriated. Towards the end of FHWA federal fiscal year, a redistribution of funds is done at a national scale to entice spending the FHWA funds the year they were appropriated. While redistribution does occur, it is also very rare that the TIP reflects any of these redistributed funds.

**NORTH DAKOTA**

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.

<b>Table #6</b>				
<b>North Dakota Side Funding Sources 2022-2025</b>				
<i>(shown in \$1,000)</i>				
<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
<b>\$69,913.11</b>	<b>\$48,766.12</b>	<b>\$4,648.35</b>	<b>\$3,883.26</b>	<b>12,950.58</b>

Most federal transportation programs do not pay the 100% cost towards projects; typically a match of at least 20% of the costs are from state or local funds. The individual project listings identify the source of funds towards the 100% cost estimate. Typically, the “OTHER” funds on the North Dakota side are service purchase East Grand Forks pays Grand Forks for transit services.

<b>TABLE #7</b>					
<b>North Dakota Side Finances by Year</b>					
<b>Revenues</b>					
<i>(shown in \$1,000)</i>					
		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>Transit</b>	<b>Operations</b>	<b>\$3,496.17</b>	<b>\$3,583.58</b>	<b>\$3,673.17</b>	<b>\$ 3,765.00</b>
<b>Transit</b>	<b>Capital</b>	<b>\$667.18</b>	<b>\$16.40</b>	<b>\$16.81</b>	<b>\$ 16.81</b>
<b>Street</b>	<b>P.E.</b>	<b>\$90.00</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Street</b>	<b>R.O.W.</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Street</b>	<b>CONSTR.</b>	<b>\$15,519.00</b>	<b>\$7,435.00</b>	<b>\$17,580.00</b>	<b>\$ 14,054.00</b>
	<b>TOTAL</b>	<b>\$19,772.35</b>	<b>\$11,034.98</b>	<b>\$21,269.98</b>	<b>\$ 17,835.81</b>

<b>Expenditures</b>					
(shown in \$1,000)					
		<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
<b>Transit</b>	<b>Operations</b>	<b>\$3,496.17</b>	<b>\$3,583.58</b>	<b>\$3,673.17</b>	<b>\$ 3,765.00</b>
<b>Transit</b>	<b>Capital</b>	<b>\$667.18</b>	<b>\$16.40</b>	<b>\$16.81</b>	<b>\$ 16.81</b>
<b>Street</b>	<b>P.E.</b>	<b>\$90.00</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Street</b>	<b>R.O.W.</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Street</b>	<b>CONSTR.</b>	<b>\$15,519.00</b>	<b>\$7,435.00</b>	<b>\$17,580.00</b>	<b>\$ 14,054.00</b>
	<b>TOTAL</b>	<b>\$19,772.35</b>	<b>\$11,034.98</b>	<b>\$21,269.98</b>	<b>\$ 17,835.81</b>

Grand Forks Transit has a balance of unobligated FTA 5307 funds. are available for obligation during the federal fiscal year for which they were apportioned plus five additional years. For example, funds appropriated in fiscal year 2013 are available until September 30, 2018. Any funds remaining unobligated at the end of the period of availability are added to the next year’s program apportionment. At the end of the current TIP, there are an anticipated unobligated federal funds of \$1,028,500. This does not include an7 COVID-19 funding, which are identified at the end of this section.

It is very rare that any FHWA funds are unobligated within the TIP year they are appropriated. Towards the end of FHWA federal fiscal year, a redistribution of funds is done at a national scale to entice spending the FHWA funds the year they were appropriated. While redistribution does occur, it is also very rare that the TIP reflects any of these redistributed funds.

**YEAR OF EXPENDITURE**

To give the public a clear picture of what can be expected (in terms of project cost) as well as to properly allocate future resources, projects beyond the first year of the TIP are adjusted for inflation. When project costs have been inflated to a level that corresponds to the expected year of project delivery this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law. Both NDDOT and MnDOT pre-inflate projects by 4% for highway projects and 3 % for transit projects. Projects are inflated to YOE dollars prior to being included in the TIP. This fulfills the federal requirement to inflate project total to YOE and relieves the MPO of the responsibility to do so. Every year, projects which are carried forward in the TIP are updated to reflect the current project costs.

**OPERATIONS AND MAINTENANCE (O&M)**

Since 2005, MPOs are required to consider operations and maintenance (O&M) of transportation systems, as part of fiscal constraint. The FAST Act reinforces the need to address O&M, in addition to capital projects, when demonstrating fiscal constraint of the TIP.

Operation and maintenance of the transportation system entails the routine, daily services and repair needed to allow the use of the system. Items such as snow removal, sealing cracks, small pothole repair are examples. 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 functionally classified. 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 State DOT and City for 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.

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 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 #8			
				Operations and Maintenance Financial Plan			
				Federal Aid System			
				<b>REVENUES</b>			
				Year	Year	Year	Year
				2022	2023	2024	2025
Minnesota Federal Aid System							
	MnDOT			\$ 276,404	\$ 284,696	\$ 293,237	\$ 302,034
	East Grand Forks	total		\$ 225,412	\$ 232,175	\$ 239,140	\$ 246,314
		General Fund		\$ 213,664	\$ 220,074	\$ 226,676	\$ 233,477
		Fees		\$ 11,748	\$ 12,101	\$ 12,464	\$ 12,838
				<b>EXPENDITURES</b>			
				Year	Year	Year	Year
				2022	2023	2024	2025
Minnesota Federal Aid System							
	MnDOT			\$ 276,404	\$ 284,696	\$ 293,237	\$ 302,034
	City of East Grand Forks			\$ 212,473	\$ 218,847	\$ 225,412	\$ 232,174
				<b>REVENUES</b>			
				Year	Year	Year	Year
				2022	2023	2024	2025
North Dakota Federal Aid System							
	NDDOT			\$ 578,837	\$ 596,202	\$ 614,089	\$ 632,511
	Grand Forks	total		\$ 603,930	\$ 622,048	\$ 640,710	\$ 659,931
		Mill Levy		\$ 440,930	\$ 454,157	\$ 467,782	\$ 481,816
		Gas Tax		\$ 163,001	\$ 167,891	\$ 172,927	\$ 178,115
				<b>EXPENDITURES</b>			
				Year	Year	Year	Year
				2022	2023	2024	2025
North Dakota Federal Aid System							
	NDDOT			\$ 578,837	\$ 596,202	\$ 614,089	\$ 632,511
	City of Grand Forks			\$ 603,930	\$ 622,048	\$ 640,710	\$ 659,931

## Coronavirus Pandemic Relief Funds

Some of the following federal funding sources may not be required to be delineated in the TIP however, Forks MPO will include federal funding sources in the TIP as required by each specific federal law. For those funds not required to be in the TIP, Forks MPO has included as much detail as possible in the TIP for informational purposes.

### **The Coronavirus Aid, Relief, and Economic Security (CARES) Act**

The CARES Act is a \$2.2 trillion economic stimulus bill passed by the 116th U.S. Congress and signed into law by President Donald Trump on March 27, 2020, in response to the economic fallout of the COVID-19 pandemic in the United States. The CARES Act provides emergency assistance and health care response for individuals, families, and businesses affected by the COVID-19 pandemic.

The CARES Act allocated \$25 billion to FTA recipients of urbanized area (Section 5307) and rural area (Section 5311) formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding is provided at 100-percent federal share, with no local match requirement and is available to support capital, operating, and other expenses generally eligible under said programs to prevent, prepare for, and respond to COVID-19.

East Grand Forks Transit received an apportionment of \$527,329 and Grand Forks Transit received an apportionment of \$3,372,110 in FY 2020 FTA 5307 Urbanized Area Formula funds as allocated through the CARES Act. The two transit operators can use FTA 5307 CARES Act funding for expenses traditionally eligible under Section 5307. Eligible expenses must occur on or after January 20, 2020.

### **Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)**

The CRRSAA is a \$900 billion economic stimulus bill passed by the 116th U.S. Congress and signed into law by President Donald Trump on December 27, 2020, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The CRRSAA provided supplemental appropriations for COVID-19 relief.

The CRRSAA allocated \$14 billion to FTA recipients of urbanized area (Section 5307), rural area (Section 5311), and enhanced mobility funds (Section 5310), with \$13.26 billion to large and small urban areas, \$678.2 million for rural areas and tribes, and \$50 million for enhanced mobility of seniors and individuals with disabilities. Funding is provided at 100-percent federal share, with no local match requirement and is available to support expenses eligible under the relevant program. CRRSAA direction is to prioritize payroll and operational needs.

Although the State of Minnesota received an apportionment of FY 2021 FTA 5307 Urbanized Area Formula Funds, the State of North Dakota and therefore Grand Forks Transit, did not receive an apportionment of FY 2021 FTA 5307 Urbanized Area Formula funds through CRRSAA. Minnesota received an apportionment of \$120,611 and North Dakota received an apportionment of \$74,762 FY 2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population.

The CRRSAA also allocated \$10 billion to FHWA for Highway Infrastructure Programs (HIP). Funding is provided at 100-percent federal share, with no local match requirement and is available for expenses typically eligible under the STBGP.

In North Dakota, a portion of CRRSAA funding was allocated based upon the existing urban roads distribution formula. Grand Forks received an apportionment of \$479,650 FY 2021 CRRSAA funds. Minnesota also received CRRSAA funding for HIP however, at the time of the 2022-2025

TIP publication, there is no estimate as to what appropriation level local jurisdictions (e.g. East Grand Forks) may receive. CRRSAA funds apportioned are available for obligation until September 30, 2024 or through FY 2024.

### **American Rescue Plan Act of 2021 (ARP)**

The ARP is a \$1.9 trillion economic stimulus bill passed by the 117th U.S. Congress and signed into law by President Joe Biden on March 11, 2021, in continued response to the economic fallout of the COVID-19 pandemic in the United States. The ARP includes supplemental appropriations allocated to support COVID-19 relief.

The ARP allocated \$30.5 billion to FTA recipients of urbanized (Section 5307)/rural area and tribal governments (Section 5311) formulas (\$26.6 billion), areas hit hardest by the COVID-19 pandemic (\$2.2 billion), Capital Investment Grants (CIG) Program (\$1.675 billion), enhanced mobility of seniors and individuals with disabilities (Section 5310) formula program (\$50 million), competitive planning grants (\$25 million), and competitive tribal grants (\$5 million). Funding is provided at 100-percent federal share, with no local match requirement and is available to support expenses generally eligible under said programs to continue recovering from the COVID-19 pandemic.

East Grand Forks Transit received an apportionment of \$110,594 and Grand Forks Transit received an apportionment of \$704,034 in FY 2021 FTA 5307 Urbanized Area Formula funds as allocated through the ARP. Minnesota received an apportionment of \$120,613 and North Dakota received an apportionment of \$74,763 FY 2021 FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for UZAs 50,000 to 199,999 in population.

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## 6 | PUBLIC ENGAGEMENT

The MPO is committed to being a responsive and participatory agency for regional decision-making. Every year, the public is given a continuous opportunity to view all TIP related materials on the MPO website and provide comment via phone and/or email. Prior to project solicitation, the MPO encourages eligible jurisdictions to submit projects that have had or will have some level of public input. This information then becomes part of the criteria used to prioritize TIP project submittals.

The MPO annually reaffirms its dedication to transparency and outreach in the TIP process and evaluates its public involvement efforts every year. From year to year, some of the outreach activities chosen may be more proactive or more targeted than in other years, based on the projects that are being programmed. However, the core objectives remain the same: transparency, public awareness, and open access to the planning process for all those who are interested.

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### 2022-2025 TIP PUBLIC PARTICIPATION SUMMARY

Each year, during the preparation of the TIP, the Forks MPO begins the TIP 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 TIP. Therefore, no separate POP document is published. The public notices clearly indicated that the P.O.P. is included in the TIP. 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 2020, and continue through January 2021. 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 2020 and January 2021, 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 14, 2021, during a Technical Advisory Committee Meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2022-2025 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 21, 2021 as the Draft 2022-2025 TIP for the Minnesota side.

For the North Dakota side, a draft 2022-2025 TIP was not processed. NDDOT was not prepared to develop a draft listing of projects.

The final public hearing was held on August 11, 2021, for consideration of a draft final TIP by the MPO TAC. Zero public comments were received and the MPO Board approved and adopted the document on August 18, 2021. Each hearing notice was 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 in Appendix B. In addition, both the draft TIP document and the final TIP documents were posted on the MPO website prior to the public hearing dates. A copy of the website showing the final TIP document's availability is in Appendix B.

Additionally, the MPO sent out an email through our Constant Contact email list to inform those contacts that the draft and final draft TIPs were available for review and comment. Lastly, the MPO posted on its Facebook page that these draft and final drafts were available for public comment.

The public comments contained in this chapter are from email correspondence and comments obtained from the final public hearing. All comments obtained from the online surveys can be found in Appendix B of this document.

Date Received	Source	Comment	Disposition	Response (if applicable)
NA	NA	NA	NA	NA

FIGURE 13: PUBLIC COMMENT DISPOSITION MATRIX

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## 7 | MONITORING PROGRESS

Per Federal regulations, the MPO must submit annual updates for projects programmed in the TIP. NDDOT, as the lead state agency, has requested the Forks MPO focus on projects from the Annual Element of the FY2021-24 TIP. The following pages identifies for each project what the current status of that project is.

The status of the projects programmed in the previous years' TIPs that are being carried over into this TIP have been updated with this TIP (FY 2022-2025).

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2021 ANNUAL ELEMENT PROJECT STATUS**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROJECT STATUS			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2021				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					R.O.W.	Capital				
									CONSTR.					
									TOTAL					
Grand Forks #ND1 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 133 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 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										
	Grand Forks	Operations							Operations	3,410.90				transit service is operating all routes and demand response services
	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 #ND2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital							Operations					Project waiting for Phase II of building.
	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			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**

**2021 ANNUAL ELEMENT PROJECT STATUS**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROJECT STATUS					
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2021						
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
				FUNDING SOURCE					TOTAL							
Grand Forks #ND3  No PCN	Grand Forks	NA	Purchase of radio infrastructure, shop equipment service truck, staff vehicles, upgrade fuel system, and A&E for facility expansion Phase 2	REMARKS:												
	Grand Forks	Operating		Operations							375.00				Awaiting FTA approval of grant	
	Fixed Route	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
FTA #5339 Capital					375.00	295.23			79.21				TOTAL	375.00		
Grand Forks #ND4  No PCN	Grand Forks	NA	Replace 2 ADA mini-vans	REMARKS:												
	Grand Forks	Operating		Operations							79.60				Got State approval, but will not be purchased till 2022	
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
FTA #5310					79.60	63.68			15.92				TOTAL	79.60		
Grand Forks #ND5  No PCN	Grand Forks	NA	Funding to continue the Mobility Manager position	REMARKS:												
	Grand Forks	Operating		Operations							90.70				Got State approval; staff person working	
	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.						
FTA #5310					90.70	72.56			18.14				TOTAL	90.70		



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2021 ANNUAL ELEMENT PROJECT STATUS**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROJECT STATUS			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2021				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.	TOTAL				
Grand Forks #ND6	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										
	NDDOT	Principal Arterial		Amount in the MPO Planning area is 4,800,000 with federal amount of \$3,850,000.					Operations					
PCN 21981	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			Project is underway; Expected completion of 10/16/21		
				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 #ND7	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 22682	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			Project is underway; Expected completion is 11/1/2021		
				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 #ND8	Grand Forks	N. 3rd St	reconstruct N. 3rd St between DeMers and University Avenue with curb bulb-outs, landscaping, aesthetic lighting and other enhancements	REMARKS: Governor's Main Street Program award										
	Grand Forks	Minor Arterial		Amended December 2020					Operations					
PCN 22515	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			Project is underway; Expected completion is 11/15/2021		
				4,717.00	2,447.00	0.00	0.00	2,270.00	CONSTR.	4,717.00				
				Urban Program					TOTAL	4,717.00				

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2021 ANNUAL ELEMENT PROJECT STATUS**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROJECT STATUS	
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2021		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
				FUNDING SOURCE					CONSTR.			
				TOTAL								
Grand Forks #ND9  PCN 22608	Grand Forks	I29	Project entails repainting of the bridge structure of I29 north of the Gateway Dr Interchange	REMARKS:							Project is underway; Expected completion is 10/9/2021	
	NDDOT	Interstate							Operations			
	Rehabilitation	Discretionary							Capital			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			
				432.00	389.00	43.00	0.00	0.00	R.O.W.			
				Interstate Maintenance					CONSTR.	432.00		
				TOTAL						432.00		
Grand Forks #ND10  PCN	Grand Forks	varies	Replace school flashing beacons at various locations throughout Grand Forks	REMARKS:							Project development is complete; awaiting final approval; bid expected in October 2021	
	Grand Forks	varies							Operations			
	Safety	Discretionary							Capital			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			
				700.00	630.00			70.00	R.O.W.			
				Highway Safety Improvement Program					CONSTR.	700.00		
				TOTAL						700.00		
Grand Forks #ND11  PCN 22567	Grand Forks	University Ave	Construction of multi-use trail along University Avenue between N. 48th St to mobile home park entrance	REMARKS:							City Council returned federal funds and are installing a different facility in this area .	
	Grand Forks	Principal Arterial							Operations			
	New Construction	Discretionary							Capital			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.			
				405.00	290.00	0.00	0.00	115.00	R.O.W.			
				Transportation Alternatives Program					CONSTR.	405.00		
				TOTAL						405.00		

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2021 ANNUAL ELEMENT PROJECT STATUS**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROJECT STATUS			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2021				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
										TOTAL				
Grand Forks #ND12 PCN 21884	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. 20th St.  <b>Modified</b>	REMARKS: Project is scheduled for Fall bid; construction will take in 2021										
	Grand Forks	Principal Arterial		5,577.17	5,019.45	278.86		278.86	Operations				Project is underway; Expected completion is 10/15/2021	
	Safety	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				4,660.00	4,194.00	233.00		233.00	R.O.W.					
		Urban Roads Program					CONSTR.	5,577.17						
										TOTAL	5,577.17			
Grand Forks #ND13 PCN 22566	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 Amended January 2021										
	Grand Forks	Principal Arterial		267.32	216.34			50.98	Operations			Project is underway		
	New Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				435.00	290.00			445.00	R.O.W.					
										CONSTR.	267.32			
										TOTAL	267.32			
Grand Forks #ND14 PCN 22680	Grand Forks	Gateway Dr	Mill and overlay of Gateway Dr (US2) and chip seal between N. 55th St and N. 69th St	REMARKS: Amended January 2021 to update cost										
	NDDOT	Principal Arterial		731.00	592.00	139.00			Operations			Project is underway; Expected completion of 10/16/21		
	Prevent Main	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
				568.00	454.00	114.00			R.O.W.					
										CONSTR.	731.00			
										TOTAL	731.00			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2021 ANNUAL ELEMENT PROJECT STATUS**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROJECT STATUS				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2021					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
										Capital					
				FUNDING SOURCE					R.O.W.						
									CONSTR.						
									TOTAL						
Grand Forks #ND12b PCN 22786	Grand Forks	32nd Ave S	complete the environmental documentation required to determine the appropriate project to address congestion and level of service issues on Bus US 81/ 32nd Ave S between I29 and S. Washington St; looking at a new interchange possibly at 47th Ave S.	REMARKS: No project is within the MTP fiscally constrained plan to implement the outcome of this document.											
	NDDOT	Principal Arterial		Amended January 2021 to include PE phase											
	PE	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					3,000.00	1,500.00	0.00		1,500.00	CONSTR.					
				Rural Interstate Program					TOTAL		3,000.00	Contract has been signed; consultant on board and working on EA			
Grand Forks #ND12c PCN 22936	Grand Forks	I29	Intelligent Transportation System (ITS) improvements on Dynamic Message Sign (DMS) on I29 Northbound at mile marker 135.9	REMARKS: Part of a statewide project with this one DMS within the MPO area											
	NDDOT	Interstate		Amended January 2021 to update cost											
	ITS	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					14.83	11.99	2.84			CONSTR.		14.83			
				Rural Interstate Program					TOTAL		14.83	Project was bid in March 2021.			
Grand Forks #ND12d PCN 23169	Grand Forks	I29	This project will install signage directing travelers from I29 to the Turtle River State Park.	REMARKS: Project is part of a larger statewide project costestimates are for the component within the MPO											
	NDDOT	Interstate		AMENDED MARCH 2021											
	Signage	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					38.00	34.00	4.00	na	na	CONSTR.		38.00			
				Rural Interstate Program					TOTAL		38.00	Project scheduled to be bid October 2021.			

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2021 ANNUAL ELEMENT PROJECT STATUS**

<b>FY 2021 Grouped Projects</b>						
<b>Project Phase</b>		<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
<b>Preliminary Engineering (PE)</b>		620.00	502.00	56.00	0.00	52.00
<b>Right of Way (ROW)</b>		881.00	713.00	80.00	0.00	88.00
<b>Utilities</b>		177.00	143.00	16.00	9.00	18.00

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized. Some Projects may not be in a bid opening until 2024 yet phases of project authorizations could be made in 2021. Cost estimates are rounded to the nearest \$1,000.00



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**2021 ANNUAL ELEMENT PROJECT STATUS**

PROJECT NUMBER	URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROJECT STATUS		
	RESPONSIBLE AGENCY	CLASSIFICATION	FUNDING STATUS		AND SOURCE OF FUNDING						2021			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL		Operations			
					FUNDING SOURCE						TOTAL			
#MN4	East Grand Forks	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:							Project has been awarded and project is underway		
			Local							Operations	0.00			
			Discretionary							Capital	0.00			
	Construction									P.E.	NA			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA			
					171.25	137.00	0.00	0.00	34.25	CONSTR.	171.25			
					NWATP TA funds					TOTAL	171.25			
#MNS	East Grand Forks	East Grand Forks	NA	Safe Routes to School educational and encouragement funding for a three year period  Project # 119-591-007	REMARKS:							Project has been federally authorized to commence with work		
			NA							Operations	0.00			
			Discretionary							Capital	0.00			
	Education/Encourage									P.E.	NA			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA			
					37.50	30.00		0.00	7.50	CONSTR.	37.50			
					NWATP TA funds					TOTAL	37.50			
#MN6	East Grand Forks	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:							Project is currently under construction		
			Principal Arterial							Operations	0.00			
			Discretionary							Capital	0.00			
	MnDOT									P.E.	NA			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA			
					291.00	0.00	238.00	0.00	53.00	CONSTR.	291.00			
					NWATP TA funds					TOTAL	291.00			

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## **PART 8: APPENDICES**



## APPENDIX A: FY2020 ANNUAL LISTING OF OBLIGATIONS SUMMARY

The Transportation Improvement Program (TIP) serves as the four-year capital program of transportation projects that are wholly or partially paid for with funding from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). To ensure that the public has an accurate understanding of how federal funds are spent on transportation projects, the FAST Act includes a requirement that the organizations responsible for approving the TIP publish an Annual Listing of Obligated Projects for the most recently completed fiscal year. This covers federal obligations for Federal Fiscal Year (FFY) 2020 from the FY 2020-2023 TIP. See:

[https://www.theforksmpto.org/resources/transportation\\_improvement\\_plan\\_tip](https://www.theforksmpto.org/resources/transportation_improvement_plan_tip)

The project listings should align with categories included in the TIP. This includes project name, location, and other descriptive information included in the TIP. The listing also should include the amount of funds programmed in the TIP, and the amount obligated in the program year. The Annual Listing must include obligations for projects in the TIP that were specifically identified as bicycle or pedestrian projects. For projects in the TIP that include bicycle and/or pedestrian facilities as an incidental part of a larger project, a reasonable effort was made to identify the general description of these facilities.

For FFY 2020, project sponsors obligated approximately \$19.48 million in federal transportation funding for a variety of state, county, and local transportation projects in the MPO. This included over \$18.23 million in FHWA funding for highway projects (compared to \$26.17 million programmed) and over \$4.60 million in FTA funding for transit projects (compared to \$2.43 million programmed).

The TIP had programmed \$37.99 million towards projects, with \$28.94 million being from federal programs. The obligations resulted in \$25.18M being committed toward projects in 2020, with \$19.48M being from federal programs. This is a difference of \$1.37M between what was programmed versus what was obligated in federal funds.

FY2020 Annual Listing of Obligations					
(values shown in \$1,000)					
OBLIGATION	24,231.86	18,774.66	3,226.11	0.00	2,234.27
ND Side	TOTAL	FEDERAL	STATE	OTHER	LOCAL
PROGRAMMED	37,036.35	28,233.80	4,366.13	745.00	3,383.71
OBLIGATION	947.87	707.42	0	289.44	31.01
MN Side	TOTAL	FEDERAL	STATE	OTHER	LOCAL
PROGRAMMED	893.00	365.00	0	463.00	122.00
OBLIGATION	25,179.73	19,482.08	3,226.11	289.44	2,265.28
TOTAL	TOTAL	FEDERAL	STATE	OTHER	LOCAL
PROGRAMMED	37,929.35	28,598.80	4,366.13	1,208.00	3,505.71

A total of 20 projects were listed. 18 had funds obligated towards them; 2 were delayed one year. All of the projects delayed were from the North Dakota side of the MPO Study Area.

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## **APPENDIX B: PUBLIC COMMENTS**

Document starts on the following page.



## PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the Minnesota Side Draft MPO 2022 to 2025 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 April 14<sup>th</sup>. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The draft TIP lists all transportation improvement projects programmed to be completed between the years of 2022 to 2025 on the Minnesota side of the Red River. A separate draft for the North Dakota side will be done later and notice will be given when it is ready. A copy of the draft TIP is available for review and comment at the MPO website [www.theforksmpo.org](http://www.theforksmpo.org). Written comments on the draft TIP can be submitted to the email address [info@theforksmpo.org](mailto:info@theforksmpo.org) until noon on April 14<sup>th</sup>. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented.

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

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



## **PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the MPO 2022 to 2025 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will start at 1:30 PM on August 11th. 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 2022 to 2025. A copy of the Final TIP is available for review and comment at the MPO website [www.theforksmpo.org](http://www.theforksmpo.org). Written comments on the Final TIP can be submitted to the email address [info@theforksmpo.org](mailto:info@theforksmpo.org) until noon on August 11th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes.

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

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



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

Phone: 701-746-2680

### Greetings!

The Grand Forks - East Grand Forks Metropolitan Planning Organization thanks you for visiting our website. Our mission is to do our best to keep you informed about the MPO activities, plans and programs. As the responsible transportation planning and programming agency for Grand Forks, North Dakota, and East Grand Forks, Minnesota, we strive to improve the transporting of people and freight.



Meeting Packets



Transportation Plan



Maps



Partners



Future Funded Projects

Future Bridge Traffic Impact Study

[www.forks2forksbridge.com](http://www.forks2forksbridge.com)

Posted on 04/05/2021 [Read More...](#)

2050 Grand Forks Land Use Plan Update

Posted on 03/04/2021 [Read More...](#)

2050 East Grand Forks Land Use Plan Update

Posted on 10/23/2020 [Read More...](#)

[Current TAC Agenda/Package](#)

[Current MPO Board Agenda/Package](#)

[Facebook](#)

[2050 Grand Forks Land Use Plan Update Website Link](#)

[GF/EGF Bikeway System On-Line Link](#)

[Minnesota Side Draft MPO 2022-2025 Transportation Improvement Program \(TIP\)](#)

[2021-2024 Transportation Improvement Program Amendment](#)

[Future Bridge Traffic Impact Study Virtual Open House Link - July 27, 2021 From 6:30 To 7:30 PM Link](#)

#### Executive Director's Message

Welcome to our website! We strive to improve the transportation planning and

#### Upcoming Events

August 11	TECHNICAL ADVISORY COMMITTEE MEETING <small>(East Grand Forks City Hall Training Room)</small>	1:30 PM - 3:00 PM
August 18	MPO EXECUTIVE POLICY BOARD MEETING <small>(East Grand Forks City Hall Training Room)</small>	12:00 PM - 2:00 PM
September 08	TECHNICAL ADVISORY COMMITTEE MEETING <small>(East Grand Forks City Hall Training Room)</small>	1:30 PM - 3:00 PM
September 15	MPO EXECUTIVE POLICY BOARD MEETING <small>(East Grand Forks City Hall Training Room)</small>	12:00 PM - 2:00 PM
October 13	TECHNICAL ADVISORY COMMITTEE MEETING <small>(East Grand Forks City Hall Training Room)</small>	1:30 PM - 3:00 PM
October 20	MPO EXECUTIVE POLICY BOARD MEETING <small>(East Grand Forks City Hall Training Room)</small>	12:00 PM - 2:00 PM

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## **APPENDIX C: MNDOT CHECKLIST**

Document starts on the following page.

## Minnesota MPO TIP Checklist

MPO: GF-EGF MPO

Contact name: Earl Haugen, Executive Director

TIP time period: FY2022-2025

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	Chapter 6, p77 Appendix B
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	Resolution/Appendix
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / NA	
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	Resolution
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	Resolution and project listings

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



Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No	Project Listings
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes / No	Project Listings
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	Resolution
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	Financial Tables
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	Financial Tables
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	Financial Tables
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	Not Applicable
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No / NA	Project Listings

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	Financial Tables
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	Project Listings
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	Project Listings
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	Financial tables
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		Not Applicable
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	P 17-19 and refer to TIP Procedural Manual
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	Chapter 7
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		State Question
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	Appendix A.

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

MPO comments:

NONE

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## APPENDIX D: TIP AMENDMENT/MODIFICATION POLICY

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

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

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

### a. Criteria Differentiating TIP Amendments and TIP Administrative Modifications

Amendments are required for:

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

Administrative Modifications can be made for:

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

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

**b. When can revisions be made to the TIP**

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

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

After approval by the MPO Board, the amendment is forwarded to the District 2 Engineer who forwards it to the MNDOT for approval and inclusion, without modification in their STIP; or to the NDDOT for approval and inclusion, without modification in their STIP. It is then forwarded to FHWA and FTA for approval as well. For all TIP Administrative Modifications, the opportunity for public participation will be provided in accordance with *Public Participation Plan for the Grand Forks/East Grand Forks Metropolitan Planning Organization*. TIP modifications will be available for public comment at least ten (10) days prior to their consideration by the TAC in addition to the time allotted for public comment at the TAC meeting. No public notice is published; rather, the published agenda and related agenda packet provide the notification to the public.

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

### 13. REVISING TIP POLICIES and PROCEDURES

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

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

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

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## **APPENDIX E: NWATP ATIP Of MPO Study Area**

Document starts on the following page.

