

2050

Metropolitan Transportation Plan



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Adopted:

December 20, 2023

Amended:

Executive Summary



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

Disclaimer:

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The contents of the 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 States and Federal Department of Transportation.

January 11, 2024

Ms. Stephanie Halford
Executive Director
Grand Forks-East Grand Forks MPO
600 DeMers Avenue
East Grand Forks, MN 56721

Dear Stephanie:

SUBJECT: Forks MPO Metropolitan Transportation Plan

The North Dakota Department of Transportation (NDDOT) received final copies of the Grand Forks-East Grand Forks Metropolitan Planning Organization's (MPO) elements to their Metropolitan Transportation Plan (MTP) update on January 10, 2024. The documents received consisted of the following:

- 2050 Update to the Metropolitan Transportation Plan Executive Summary
- Transit Development Plan Update
- Bike & Pedestrian Plan Element
- 2050 Update to the Street/Highway Element

NDDOT has reviewed the final documents and are satisfied that all comments provided to the MPO have been addressed.

The MPO completed their MTP update with the adoption of the MTP by the MPO and local jurisdictions and the submittal of final documents to NDDOT by the prescribed deadline date of January 31, 2024. The MPO must complete an MTP update every 5 years, so the next deadline for the MPO is now set at January 2029. Please make all efforts to complete this plan update by the identified deadline.

Thank you for your continuing efforts to improve transportation infrastructure in the metropolitan area. If you have questions, please feel free to give me a call at 701-328-4469 or Wayne Zacher at 701-328-4828.

Sincerely,



Stacey M. Hanson, P.E.
Assistant Local Government Engineer

Resolution Adopting the 2050 Metropolitan Transportation Plan

WHEREAS, the U.S Department of Transportation requires the development of a metropolitan transportation plan by a metropolitan planning organization for each urbanized area and area expected to have growth over a twenty-year period; and

WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) has been designated as the policy body with the responsibility of performing transportation planning in the Grand Forks-East Grand Forks Metropolitan Area; and

WHEREAS, the MPO 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, the existing metropolitan transportation plan was adopted in 2019 and, as in accordance with 23 U.S.C 134 and 23 CFR 450.322, is being updated to remain current, maintain a twenty-year horizon and comply with new requirements from IJJA; and

WHEREAS, the metropolitan transportation plan, in accordance with 23 CFR 450.322, is multi-modal in scope and accounts for all travel modes in the three sections of the plan: Street & Highway, Transit, and Bicycle & Pedestrian; and

WHEREAS, a 2045 metropolitan transportation plan was adopted in January 31, 2019; and

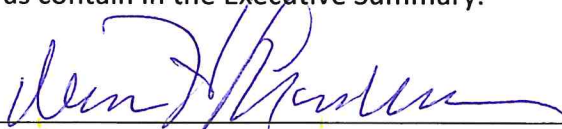
WHEREAS, the MPO has worked with the North Dakota Department of Transportations, which is its lead agency for metropolitan planning activities, to ensure compliance with IJJA; and

WHEREAS, the metropolitan transportation plan, in accordance with 23 CFR 450.322, shall be fiscally constrained to demonstrate that proposed projects have existing and/or reasonably projected sources of funds; and

WHEREAS, the MPO followed its adopted Public Participation Plan to proactively involve the public early and often in the transportation planning process and held a public hearing at the appropriate time for each action regarding the Metropolitan Transportation Plan; and

WHEREAS, the Executive Policy Board of the Grand Forks-East Grand Forks Metropolitan Planning Organization considered the actions taken by local governmental agencies; and

NOW, THEREFORE, BE IT RESOLVED, by the Executive Policy Board of the Grand Forks-East Grand Forks Metropolitan Planning Organization hereby declares that the 2050 Street and Highway Plan, the Greater Grand Forks Bike/Pedestrian Plan, and the Grand Forks-East Grand Forks Transit Development Plan together comprise the Year 2050 Metropolitan Transportation Plan, as contain in the Executive Summary.



Warren Strandell, Chair

12/20/2023

Date



Stephanie Halford, Executive Director

12/20/2023

Date

Table of Contents

Resolution Adopting the 2050 Metropolitan Transportation Plan	ii
Table of Contents	iii
1. Introduction	1
Overview of the Grand Forks-East Grand Forks MPO	1
Figure 1-1: Forks MPO Planning Area	2
Metropolitan Transportation Planning Process	3
Metropolitan Transportation Plan	3
2. Goals, Objectives, and Performance Measures	5
Federal Plan Requirements	5
Federal Metropolitan Planning Factors	5
Table 2-1: Metropolitan Planning Factors	5
Federal Planning Emphasis Areas	6
Table 2-2: Federal Planning Emphasis Areas	6
State Long Range Transportation Plan Vision	6
The Forks MPO Goals and Objectives	7
Grand Forks-East Grand Forks Transit Development Plan	7
Greater Grand Forks Bike/Ped Plan	9
Street and Highway Plan	11
MTP Performance Measures and Targets	13
National Performance Targets	13
The Forks MPO Performance Measures and Targets	14
Table 2-3: Safety Performance Measure Targets	14
Table 2-4: Transit Safety Targets	15
Table 2-5: Transit Asset Management Performance Targets	15
Table 2-6: 2022-2026 Bridge & Pavement Condition Targets	16
Table 2-7: 2022-2026 System Reliability and Freight Movement Targets	16
3. Community Profile	17
Population	17
Figure 3-1: Historic Population Growth for the Forks MPO Area, 1980-2020	17
Figure 3-2: Grand Forks and East Grand Forks Populations, 2017 to 2021	18
Table 3-1: Median Age in 2021	18

Table 3-2: Percent Population over 65 for the Forks MPO, 2010-2020	19
Housing	19
Figure 3-3: Average Household Size in the Forks MPO, North Dakota, and Minnesota, 2020	19
Employment.....	19
Figure 3-4: Employment by Industry in the Forks MPO Area	20
Commuting.....	20
Figure 3-5: Means to Work	21
Figure 3-6: Time of Departure	21
Figure 3-7: Time to Work	22
Figure 3-8: Commuting Patterns in the Forks MPO Area	22
Table 3-3: Number of People Working from Home.....	23
4. Existing Transportation System	24
Transit System.....	24
Figure 4-1: Transit Fixed Route System	26
Bicycle and Pedestrian System	26
Figure 4-2: Existing Bicycle Network.....	28
Street & Highway System	28
Figure 4-3: Strategy Types Considered	29
5. Recommendations	30
Transit	30
Figure 5-1: Transit System Recommendations	31
Bicycle & Pedestrian Plan	32
Figure 5-2: Pedestrian Network Recommendations	33
Figure 5-3: Bicycle Network Recommendations.....	34
Street & Highway Plan	35
Figure 5-4: Street & Highway Network Recommendations	36
6. Funding.....	37
Transit Development Plan.....	37
Table 6-1: 2022 Baseline Funding & 10-year Forecast	37
Bicycle & Pedestrian Plan	37
Street & Highway Plan	38
Table 6-2: North Dakota Baseline Revenue by Source	38

Table 6-3: Minnesota Baseline Revenue by Source.....	38
Table 6-4: City Baseline Revenue by Source.....	39
Table 6-5: Forecasted Revenue by Source.....	39
Table 6-6 Forecasted O&M Revenues by Time Band	40
7. Fiscally Constrained Plan.....	41
Transit Development Plan.....	41
Table 7-1: Transit Operating Expense.....	41
Table 7-2: Vehicle Replacement Cost	41
Bike & Pedestrian Plan.....	41
Table 7-3: Grand Forks Priority Projects.....	42
Table 7-4: East Grand Forks Priority Projects	42
Street & Highway Plan	43
Table 7-5: Forecasted O&M Expenditures by Time Band.....	43
2023-2050 Fiscally Constrained Plan	43
Committed Projects	43
Table 7-6: 2024-2027 TIP Projects	44
Figure 7-1: 2024-2027 TIP Project Locations	46
Short-Term Projects.....	47
Table 7-7: Short-Term (2028-2032) Projects	47
Figure 7-2: Short-Term (2028-2032) Project Locations	48
Mid-Term Projects	49
Table 7-8: Mid-Term (2033-2041) Projects	49
Figure 7-3: Mid-Term (2033-2041) Project Locations	50
Long-Term Projects.....	51
Table 7-9: Long-Term (2042-2050) Projects	51
Figure 7-4: Long-Term (2042-2050) Project Locations	52
Illustrative Projects	53
Table 7-10: Illustrative Projects	53
Figure 7-5: Illustrative Project Location.....	54
8. Federal Compliance	55
Table 8-1: Goals & Objectives Alignment with Federal Metropolitan Planning Factors.....	56

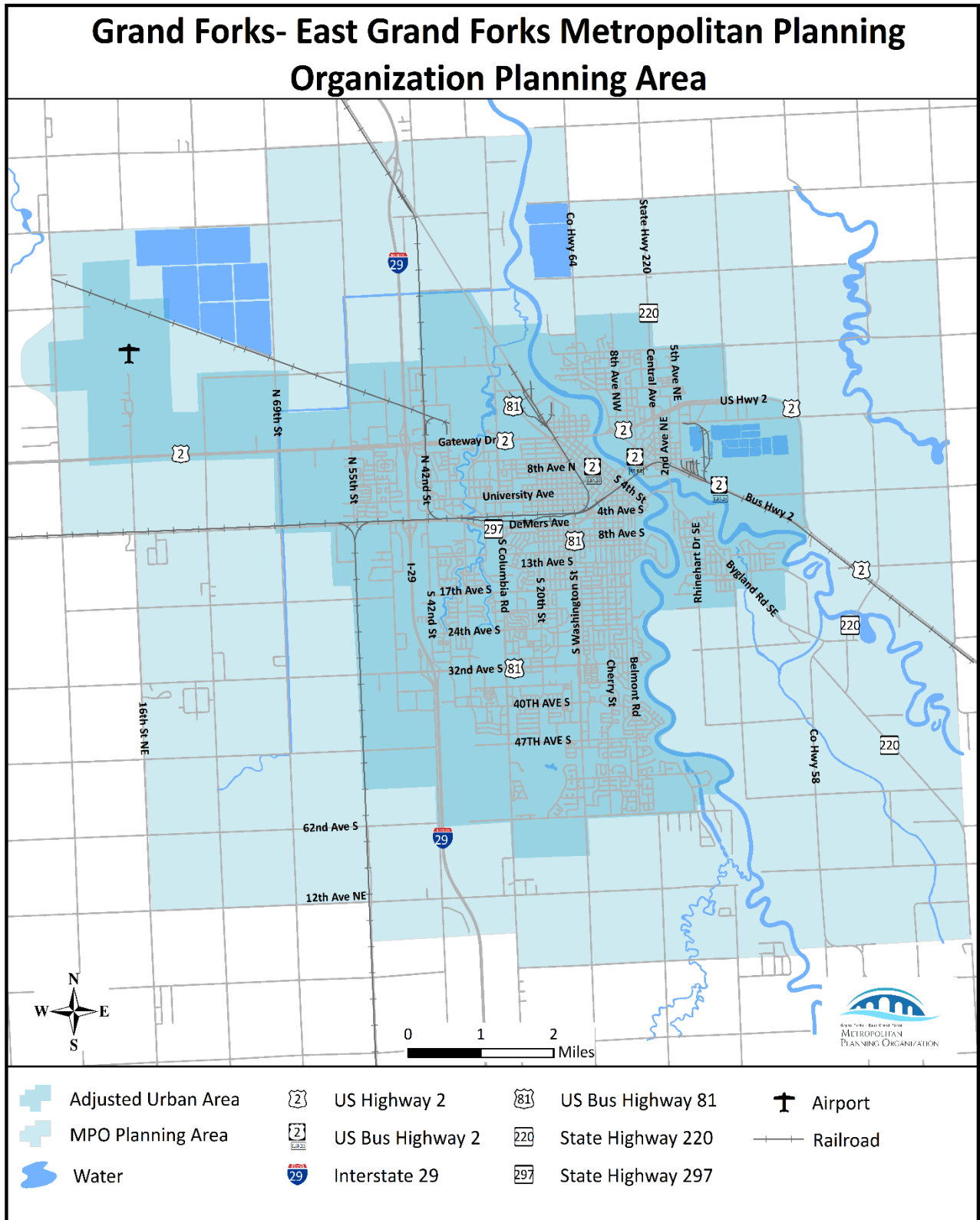
1. Introduction

Overview of the Grand Forks-East Grand Forks MPO

The Grand Forks-East Grand Forks Metropolitan Planning Organization (The Forks MPO) was established in 1982 to serve as a forum for public officials and citizens representing the Grand Forks-East Grand Forks area. The Forks MPO is the designated transportation planning agency for the urbanized area, constituted as an executive policy board with representation from the City of Grand Forks, City of East Grand Forks, Grand Forks County, and Polk County. The Forks MPO area is shown in **Figure 1-1**.

This community works together to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process in the region. This coordination between Federal, state, and local agencies provides efficient use of Federal transportation funding and encourages public participation in planning for the future of the area's transportation system.


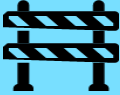


Figure 1-1: Forks MPO Planning Area



Metropolitan Transportation Planning Process

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted in November 2021. IIJA carries forward the Metropolitan Planning Program established under the Fixing America’s Surface Transportation Act (FAST Act) to provide a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the nation’s metropolitan areas.

Under the Metropolitan Planning Program, MPOs are required to develop a series of key transportation planning documents for their region, including:

<p>Metropolitan Transportation Plan (MTP)</p> 	<p>Identifies how the metropolitan area will manage and operate its multimodal transportation system to meet the regions's economic, transportation, development, and sustainability goals for the planning horizon while remaining fiscally constrained.</p>
<p>Transportation Improvement Program (TIP)</p> 	<p>Annual listing of up coming transportation projects that covers a period of at least four years, developed in coordination with state and public transit providers. The TIP shall include all regionally significant projects receiving Federal funds and align with the MPO's MTP.</p>
<p>Unified Planning Work Program (UPWP)</p> 	<p>Annual or biennial statement of work that identifies the planning priorities and activities to be carried out within the MPO area. MPOs are required to develop a UPWP to govern work programs for the expenditure of Federal funds.</p>
<p>Public Participation Plan (PPP)</p> 	<p>Outlines how the MPO will work to achieve public participation in all of its planning activities.</p>

Metropolitan Transportation Plan

The Forks MPO updates the MTP by considering three separate, but related elements to make up the multimodal transportation system. The Street and Highway, Bicycle and Pedestrian, and Transit Development plans are each updated every five years. Stakeholder input, identified issues, and the anticipated future conditions are used to develop a series of strategies and investments that can address the issues identified while conforming to the region's stated vision and goals. To ensure progress towards the vision and goals, a performance-based planning approach that leverages the Forks MPO’s performance targets is used.

The metropolitan planning requirements under IIJA legislation requires that the MTP:

- Must be updated every five years.
- Must be fiscally constrained.
- Needs to look out at least 20 years.

- Consults local agencies, North Dakota Department of Transportation (NDDOT), Minnesota Department of Transportation (MnDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- Should be a performance-based plan that promotes the region's performance measures and targets and support each state's performance measures and targets.

2. Goals, Objectives, and Performance Measures

Federal Plan Requirements

Performance-based planning is a data-driven approach that ties data and outcomes to investment decisions. This framework for MTP development helps prioritize decision making within the plan and across all MPO functions. The process is flexible in that it allows the integration of local vision into the Federal requirements, such that locally generated transportation goals and objectives are measured which allows evaluation of how well strategies and investments fit with the region’s overall transportation vision.

Goals and objectives for each element of the MTP were developed to guide the Forks MPO towards realizing its vision for the future transportation system. These goals and objectives were developed based on existing system performance, previous planning efforts, and community input received during public engagement events held during the process of updating each element of the MTP.

Federal Metropolitan Planning Factors

The goals and objectives seek to align with Metropolitan Planning Factors set forth under 23 [U.S.C. 450.306\(b\)\(1\)](#). The Forks MPO is Federally required to develop the MTP through a performance- driven and outcome-based approach that is continuous, cooperative, and comprehensive. The Metropolitan Planning Factors are summarized in **Table 2-1**.

Table 2-1: Metropolitan Planning Factors

Federal Metropolitan Planning Factors	
1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and nonmotorized users.
3	Increase the security of the transportation system for motorized and nonmotorized 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, housing, and economic development patterns.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7	Promote efficient system management and operations.
8	Emphasize the preservation of the existing transportation system.
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10	Enhance travel and tourism.

Source: Federal Highway Administration CFR 450.306(b)

Federal Planning Emphasis Areas

FHWA and FTA first developed Planning Emphasis Areas (PEAs) in 2014 with the intent of encouraging state and metropolitan planning agencies to integrate these emphasis areas in their planning programs. A new series of PEAs was developed in 2021 that focuses on the most pressing issues facing agencies responsible for transportation planning. FHWA and FTA seek to encourage state and metropolitan planning agencies to identify and develop tasks associated with the Forks MPO’s UPWP and other planning efforts, such as this update to the MTP, that address the PEAs described in **Table 2-2**.

Table 2-2: Federal Planning Emphasis Areas

Planning Emphasis Area	Description
Tackling the Climate Crisis- Transition to Clean Energy, Resilient Future	Ensure transportation plans and infrastructure investments help achieve national greenhouse gas reduction and net-zero emissions goals while increasing system resilience.
Equity and Justice⁴⁰ in Transportation Planning	Advance racial equity and support for underserved and disadvantaged communities.
Complete Streets	Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for all street users.
Public Involvement	Increase meaningful public involvement in transportation planning.
Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination	Coordinate with DOD in transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and public roads connecting to DOD facilities.
Federal Land Management (FLMA) Coordination	Coordinate with FLMA in transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect Federal lands.
Planning and Environmental Linkages (PEL)	Implement PEL as part of the transportation planning and environmental review process.
Data in Transportation Planning	Incorporate data sharing and consideration into the transportation planning process.

Source: USDOT, FHWA: 2021 Planning Emphasis Areas

State Long Range Transportation Plan Vision

The MTP works to reinforce the overall transportation vision of each state. North Dakota’s and Minnesota’s Statewide Long Range Transportation Plans (SLRTPs) were reviewed for consistency with each state’s goals in the MTP.

The Forks MPO Goals and Objectives

The performance-based plan update process led to the development of goals that form the framework through which each MTP element was developed. The goals were developed to reflect:

- National priorities such as the national planning factors.
- State goals outlined in state transportation plans for North Dakota and Minnesota.
- Public and stakeholder input received through the engagement process.

The goals identified as part of the MTP are described in each element plan. Each plan's goals will be summarized and show corresponding objectives, which act as measurable approaches to evaluate progress made toward each goal.

Grand Forks-East Grand Forks Transit Development Plan

The Transit Development Plan (TDP) established a specific set of goals and objectives for transit. The full plan can be found on the Forks MPO [website](#). These goals and objectives are:

Goal	Goal Description	Objective
Community Connectivity	Connect people to important community destinations by transit	Provide transit service within 1/4 mile of residential areas and to major activity and employment centers.
		Facilitate and promote moderate to higher density and mixed-use development in areas near or along planned/existing transit routes.
		Encourage the concentration of employment and services along transit routes.
		Promote transit-oriented development into small area plans, master-planned developments, and site plans.
Multimodal Connectivity	Connect transit service to active transportation infrastructure.	Connect to other local and regional transit services.
		Connect to other first and last mile connectivity options.
		Provide bicycle parking at transit centers and major bus stops (stops with at least 20 boardings per day).
		Increase pedestrian access by locating bus stops along sidewalks and trails.
Service Quality	Provide high-quality transit service that attracts and retains riders.	Implement service and infrastructure improvements that improve travel time and reliability (service that is regularly on-time for riders).
		Improve system usability through user-friendly transit vehicles, easy to use stop and route design, and easy to understand information using plain language.
		Increase the number of people using public transportation for their main form of transportation (transit mode share).

Goal	Goal Description	Objective
Accessibility	Provide transit service that is accessible to all riders.	<p>Shift ridership from demand response to fixed-route system through improved information availability and service quality.</p> <hr/> <p>Manage system demand between fixed-route and demand response system through eligibility screening and better coordination with demand users and human services agencies.</p> <hr/> <p>Improve the customer experience for riders who use mobility devices by monitoring advances in securement technology.</p> <hr/> <p>Provide paratransit service that is complementary to fixed-route service, and at a minimum meets the requirements of the Americans with Disabilities Act (ADA)</p>
Environmental Sustainability & Resiliency	Invest in fleet and infrastructure improvements that promote environmental sustainability and resiliency.	<p>Develop a Zero-Emissions Transition Plan that meets Federal Transit Administration (FTA) requirements.</p> <hr/> <p>Explore the use of an on-site energy storage system to improve resiliency of battery-electric buses.</p> <hr/> <p>Evaluate the potential for solar integration at transit facilities.</p> <hr/> <p>Integrate CAT as a consideration into future updates to the UND Climate Action Plan and similar plans for local organizations.</p> <hr/> <p>Avoid transit routing on roadways that are frequently subject to closure due to flooding.</p>
Equity	Advance equity through transit access.	<p>Prioritize transit investments that benefit transit dependent populations and historically disadvantaged populations.</p> <hr/> <p>Improve service for shift-workers and those who commute outside of traditional peak hours.</p> <hr/> <p>Provide shelters and benches at bus stops based on ridership warrants and equity considerations.</p> <hr/> <p>Ensure compliance with Title VI requirements.</p> <hr/> <p>Engage in coordinated outreach with key agencies and consortiums to better coordinate demand response services with social and human service providers.</p> <hr/> <p>Renovate facilities that continue/expand transit service to disadvantaged communities or services that benefit low-income riders.</p> <hr/> <p>Train and develop the transit workforce that provides service to disadvantaged communities and rural areas</p> <hr/> <p>Prioritize the enhancement of transit services/routes in areas of affordable housing.</p>

Goal	Goal Description	Objective
Fiscal Sustainability & Efficient System Management	Operate a safe, efficient, and fiscally sustainable transit system.	Establish twice annual working meetings and roundtables with key human and social service agencies and other organizations who utilize CAT services or provide ancillary service in the MPO area.
		Engage the local business community and local, state, and federal governments to combine local and regional transportation improvement efforts.
		Coordinate with MPO on local and regional transit improvements and system efficiency enhancements.
		Seek opportunities for public-private partnerships to improve transportation options and expand on pilot programs.
		Identify and incorporate state and regional emergency, evacuation, and security plans into transportation plans and TIP project selection.
		Continue to track performance measures annually to determine progress.
		Achieve "State of Good Repair" performance levels agreed to between NDDOT, MnDOT, and the MPO.
		Identify grant and other funding opportunities to maintain and renew/expand transit equipment and services.
		Preserve existing infrastructure and protect future infrastructure and right-of-way, with support from other City Departments.
		Ensure daily transit operations without interruption for fleet maintenance or repair.
Implement and periodically update Transit Asset Management plan.		
Reduce the number, severity and rate of crashes compared to previous years.		
Develop an agency safety plan and certify the plan meets FTA requirements.		

Greater Grand Forks Bike/Ped Plan

The Greater Grand Forks Bike/Ped Plan established a specific set of goals and objectives for bicycle and pedestrian needs. The full plan can be found on the Forks MPO [website](#). These goals and objectives are:

Goal	Goal Description	Objective
Safety	Increase the safety and comfort for people of all ages and abilities when walking and biking in Grand Forks and East Grand Forks.	Continually improve bicycling and walking comfort and safety through design, operations and maintenance, including development of "low stress" bikeways and walking facilities to attract new cyclists and pedestrians while supporting existing cyclists and pedestrians.
		Ensure that the transportation system is accessible to people with disabilities. Ensure that both cities adopt and maintain ADA Transition Plans to identify obstacles to ADA accessibility, identify responsible parties to address those obstacles, and create a work plan to remove those obstacles.
		Ensure that bicycling and walking facilities are provided for all demographics, including people of different ages, races, ethnicities, incomes, and different neighborhoods.
Mobility & Comfort	Increase the mobility and comfort of biking and walking in Grand Forks and East Grand Forks,	Ensure high quality, secure, and adaptive bicycle parking at destinations. Examine and amend existing building codes and ordinances to ensure that bicycle infrastructure and parking are included with new private and public construction at the time of planning
		Examine and amend existing building codes and ordinances to ensure that pedestrian amenities and facilities are included with new private and public construction.
		Provide bicycle parking facilities near transit stations, on-board bicycle storage, and ensure transit stop designs are accessible via bike and compatible with the surrounding streetscape.
		Ensure that transit stations and stops are fully accessible. Work with Cities Area Transit (CAT) to develop guidance for transit stop design that is ADA accessible and provides desirable amenities for all users and accommodates users in all seasons.
		Provide guidance and incentives for existing businesses and other entities to add bicycle parking facilities and pedestrian amenities.
		Provide wayfinding tools for pedestrians and bicyclists, building off the wayfinding guidance developed for the Downtown Grand Forks Action Plan.
		Increase investment in facilities that improve the quality of the pedestrian environment during the design or reconstruction of roadways. Preserve existing trees and other elements that enhance the public realm.

Goal	Goal Description	Objective
<p>More Walking and Biking</p>	<p>Increase the number of trips made via biking and walking in Grand Forks and East Grand Forks.</p>	<p>Develop a network of all-ages all-abilities bicycle and pedestrian infrastructure that makes cycling and walking a reasonable alternative to driving for trips less than two miles and appeals to the portion of population that is "interested but concerned" in walking and biking.</p>
		<p>Increase pedestrian and bicycle connectivity between residential neighborhoods and nearby commercial areas, parks, and schools</p>
		<p>Improve connections to transit for pedestrians and bicyclists.</p>
		<p>Construct high-quality pedestrian and bicycle infrastructure that follows best practices in road design to advance safety and anticipate human error while making streets, paths, and trails (paved and unpaved) more appealing and well connected.</p>
		<p>Build pedestrian and bicycle facilities on new roadways and include bicycle and pedestrian improvements with roadway reconstruction projects.</p>
		<p>Construct bikeways along new and reconstructed arterial and major collector streets.</p>
		<p>Provide a continuous sidewalk network along all city streets that have been upgraded to urban standards.</p>
<p>Develop diversified financial resources to implement this plan.</p>		

Street and Highway Plan

The Greater Grand Forks Street and Highway Plan established a specific set of goals and objectives for bicycle and pedestrian needs. The full plan can be found on the Forks MPO website. These goals and objectives are:

Goal	Goal Description	Objective
Efficient & Reliable	Supports the efficient movement of people and goods across a reliable multimodal transportation system.	<p>Limit recurring peak hour congestion.</p> <p>Improve travel reliability on the non-Interstate National Highway System (NHS)</p> <p>Maintain high levels of freight reliability on the Interstate and non-Interstate NHS.</p> <p>Identify event management strategies to improve traffic operations during major events.</p> <p>Increase regional mode share for walking, biking, and transit.</p> <p>Leverage emerging transportation technologies to improve operations of the multimodal system.</p> <p>Work to safely and efficiently manage traffic incidents and weather events.</p>
Safe	Reduces the risk of harm for all users of the multimodal system.	<p>Reduce the number and rate of vehicular crashes.</p> <p>Reduce the number and rate of fatal and incapacitating crashes and support statewide Vision Zero initiatives.</p> <p>Reduce the number and rate of pedestrian and bicycle crashes.</p> <p>Use the Safe Systems approach to facility design.</p> <p>Leverage emerging transportation technologies to improve safety conditions of the multimodal system.</p>
Connected & Accessible	Facilitates high degrees of accessibility for system users by providing connections to the destinations they want to go.	<p>Increase system connectivity to housing and employment opportunities.</p> <p>Incorporate bicycle, pedestrian, and transit- friendly infrastructure in new developments.</p> <p>Increase bicycle, pedestrian, and transit access for disadvantaged populations.</p> <p>Improve multimodal network connectivity to enhance viability of biking and walking modes.</p> <p>Reduce barriers to freight access and mobility.</p> <p>Identify strategies to improve system connectivity during train crossing events.</p>

Goal	Goal Description	Objective
Preserved & Maintained	Maintains the existing system in a state of good repair.	Preserve the condition of the Interstate and non-Interstate NHS routes rated as being Good condition.
		Minimize the mileage of Interstate and non-Interstate NHS routes rated as being in Poor condition.
		Preserve the condition of NHS bridges rated as being in Good condition.
		Minimize the number of NHS bridges rated as being in Poor condition.
		Identify financial and human resources to support the maintenance of critical transportation facilities.
		Maintain and manage the condition of transit assets, including vehicles, equipment, and transit facilities.
Sustainable & Resilient	Reduces and/or eliminates negative impacts on environmental resources associated with the multimodal system while investing in improvements that enhance system resiliency associated with natural environmental events.	Implement transportation improvements that limit negative impacts on the natural and built environments.
		Distribute the benefits and impacts of transportation equitably across the MPO area.
		Implement transportation improvements that enhance system resiliency.
		Limit negative transportation impacts on MPO area neighborhoods.
		Ensure that new construction and reconstruction of transportation infrastructure is designed to prioritize longevity, minimize carbon emissions, and use renewable resources.

MTP Performance Measures and Targets

FHWA and FTA require a performance management approach for metropolitan planning that uses performance data to inform decision-making and outcomes. Under Moving Ahead for Progress in the 21st Century Act (MAP-21) and carried forward in the FAST Act as well as IJJA, a series of national performance measures and targets were established. States and MPOs have since been required to use these performance measures to document expectations for the future performance of their multimodal transportation systems.

National Performance Targets

The national performance that States and MPOs are required to conform to cover a broad range of transportation topics. Those include:

- Safety; Transit, motorized and nonmotorized
- Transit Asset Management
- Bridge and Pavement Conditions
- System Reliability

- Freight Movement
- Congestion
- Emissions

The Federal requirements related to these performance measures require State DOTs to identify performance targets that align with the topics outlined above. MPOs are then able to adopt the same performance targets as their respective state(s) or develop locally tailored targets.

Achieving progress towards the stated performance targets is a major goal for each State DOT as their ability to achieve progress toward each goal is tied to Federal funding eligibility. Failure to achieve progress can result in reduced funding and/or additional requirements imparted by FHWA or FTA.

The Forks MPO Performance Measures and Targets

Safety Performance Measures and Targets

The Forks MPO adopted its own series of performance targets related to motorized and nonmotorized safety in 2018. The Forks MPO tracks progress toward each safety performance measure on an annual basis through an analysis of safety data. Progress towards each safety performance measure is tracked on five sets of five-year rolling average. The current motorized and nonmotorized safety targets are in **Table 2-3**.

Table 2-3: Safety Performance Measure Targets

Performance Measure	Target
Number of Fatalities	2.4 or fewer
Rate of Fatalities	0.734 per 100 Million Vehicle Miles Traveled
Number of Serious Injuries	12.92 or fewer
Rate of Serious Injuries	39.951 per 100 Million Vehicle Miles Traveled
Number of Nonmotorized Fatalities & Serious Injuries	2.84 or fewer

The Forks MPO adopted Cities Area Transit’s (CAT) Transit Safety targets. CAT reviews these targets every year and adjusts them as needed. The current Transit Safety Targets are in **Table 2-4**.

Table 2-4: Transit Safety Targets

Mode of Transit Service	Total Fatalities	Fatalities per 100k VRM*	Total Injuries	Injuries per 100k VRM*	Total Safety Events	Safety Events per 100k VRM*	System Reliability (VRM*/Failures)
Fixed Route	0	0	5	0.2	7 or Less	0.28	10,000
ADA/ Paratransit	0	0	1	0.1	1 or Less	0.1	70,000

*Vehicle Revenue Miles

Transit Asset Management

Transit providers are required to have their own Transit Asset Management (TAM) Plan or be part of a group TAM Plan, generally done by the State DOT. CAT updated their own TAM Plan in 2022. The TAM Plan establishes the useful life benchmarks of transit assets. The current TAM Performance Measures and Targets are in **Table 2-5**.

Table 2-5: Transit Asset Management Performance Targets

Performance Measure	Target
Percent of revenue vehicles that have not met or exceeded the useful life benchmark.	10% or less
Percent of non-revenue vehicles and equipment that have met or exceeded the useful life benchmark.	10% or less
Percent of facilities that are rated less than 3.0 on the Transit Economic Requirements Model Scale.	0%

Bridge and Pavement Condition Performance Measures and Targets

The Forks MPO’s bridge and pavement condition performance targets look at infrastructure conditions of the region’s Interstate and non-Interstate National Highway System (NHS). Targets established for the Forks MPO’s bridge and pavement assets are two- and four-year targets and were originally adopted in 2018. The Forks MPO adopted each state DOT’s respective targets for the bridge conditions and non-Interstate NHS pavement conditions while adopting North Dakota DOT’s Interstate pavement conditions for their own. The current pavement condition and bridge targets are summarized in **Table 2-6**.

Table 2-6: 2022-2026 Bridge & Pavement Condition Targets

Performance Measure	Two-Year Target	Four-Year Target
Percent of NHS Bridges in Good Condition	ND- 50%; MN-30%	ND- 50%; MN-35%
Percent of NHS Bridges in Poor Condition	ND- 10%; MN- 5%	ND- 10%; MN- 5%
Percent of Interstate Pavement in Good Condition	75.60%	75.60%
Percent of Interstate Pavement in Poor Condition	3%	3%
Percent of Non-Interstate Pavement in Good Condition	ND- 58.3%; MN-55%	ND- 58.3%; MN-55%
Percent of Non-Interstate Pavement in Poor Condition	ND- 3%; MN- 2%	ND- 3%; MN- 2%

System Reliability and Freight Movement Performance Measures and Targets

The Forks MPO’s system reliability and freight movement performance targets look at the consistency of travel times on the region’s Interstate and Non-Interstate NHS. Targets established for the Forks MPO’s system reliability and freight movement are two- and four-year targets that were originally adopted in 2018. The Forks MPO adopted its own targets for these measures. The current system reliability and freight movement targets are summarized in **Table 2-7**.

Table 2-7: 2022-2026 System Reliability and Freight Movement Targets

Performance Measure	Two-Year Target	Four-Year Target
Percent of Reliable Person Miles on the Interstate	90%	90%
Percent of Reliable Person Miles on the Non-Interstate NHS	85%	85%
Interstate Truck Travel Time Reliability Index	1.5	1.5

3. Community Profile

Gaining a complete understanding of the current and future demographic landscape of the Forks MPO area is important to accurately predict future transportation needs and how travel demand may change as more people live and work in the area. By analyzing the shifts in employment and population trends the Forks MPO can strategically allocate resources to enhance infrastructure, transit, and alternative transportation solutions. Additionally, addressing changing demographic factors such as age, income, and cultural diversity can assist with addressing changing transportation preferences and accessibility. Informed decision-making grounded in understanding the relationship between people and their travel habits will create a more resilient and effective transportation network that will serve both current and future residents. This chapter summarizes demographic and socioeconomic data of the Forks MPO area.

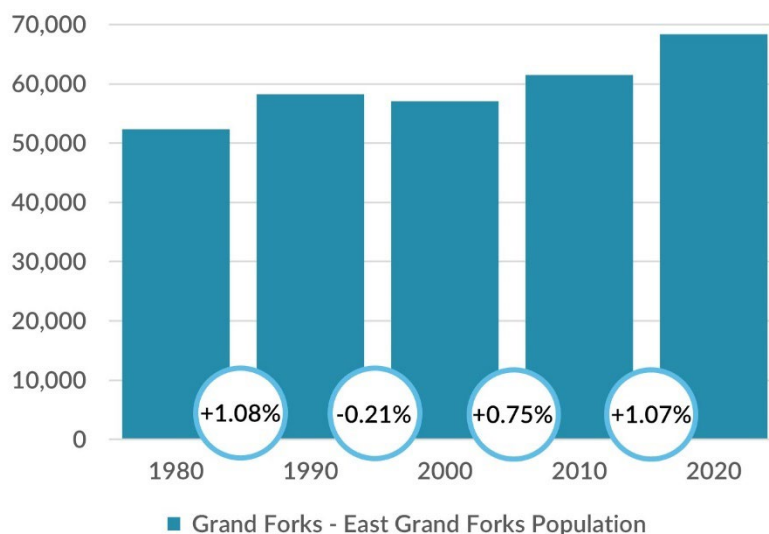
Population

To assess the current and future population trends, data from the U.S Decennial Census and American Community Survey (ACS) was gathered. Decennial census surveys from 1980 to 2020 were utilized for historic population levels, while the most recent available ACS 5-year estimate data was used to supplement the historic data. The population data looks at the population for the Cities of Grand Forks and East Grand Forks, which combined make up most of the Forks MPO area. Population factors such as growth and age are also discussed.

Population Growth

Figure 3-1 summarizes population growth for the Forks MPO area, which has seen an annual growth rate of 1.07 percent over the 10-year period between 2010 and 2020.

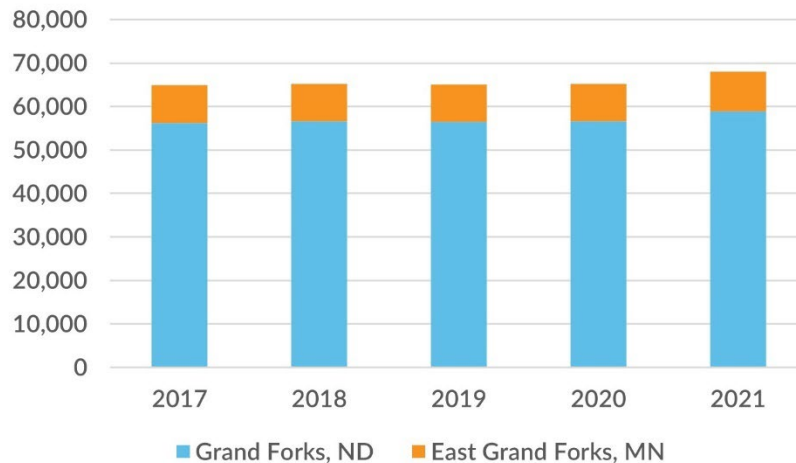
Figure 3-1: Historic Population Growth for the Forks MPO Area, 1980-2020



Source: US Decennial Census, 1980-2020

Figure 3-2 indicates Grand Forks contains the largest portion of the population within the Forks MPO area. While many transportation improvements may be concentrated on the North Dakota side, connections to the Minnesota side of the area will be important for connecting residents to jobs within both states, as well as access to housing and services.

Figure 3-2: Grand Forks and East Grand Forks Populations, 2017 to 2021



Source: ACS 5-Year Estimates, 2017-2021

Age

In comparison to their respective states and the United States, Grand Forks and East Grand Forks have a younger median age. **Table 3-1** compares the median age across the City of Grand Forks, the City of East Grand Forks, North Dakota, Minnesota, and the United States. Out of all the geographies, Grand Forks has the youngest median age, which is likely influenced by the student population at the University of North Dakota.

Table 3-1: Median Age in 2021

Location	Median Age
Grand Forks	29.4
East Grand Forks	35.1
North Dakota	35.8
Minnesota	38.8
United States	38.8

Source: ACS 5-year Estimates, 2021

While there may be a low median age in Grand Forks, the transportation needs of the aging population in the area should be addressed. According to **Table 3-2**, the percentage of population over 65 years in the Forks MPO saw a steady increase between 2010 and 2020.

Table 3-2: Percent Population over 65 for the Forks MPO, 2010-2020

Year	Forks MPO	North Dakota	Minnesota
2010	11.20%	14.60%	12.60%
2015	12.00%	14.20%	13.90%
2020	13.30%	15.30%	15.80%

Source: ACS 5-year Estimates, 2010-2020

Housing

The Forks MPO area offers plenty of opportunity for professionals and families alike, and the available housing choices should reflect the needs of the current residents as well as potential residents that will live in the area. Given historic growth in population, a continuation of this trend would require a wide variety of housing options for the future population will need to be available.

- The average household size in the Forks MPO is **2.22 people per household**, as shown in **Figure 3-3**. For owner-occupied households the average household size is 2.52. Renter-occupied households were smaller, with an average household size of 1.9.
- Roughly **eight percent of households** do not have access to a vehicle.
- **Forty percent** of households have access to only one vehicle.

Figure 3-3: Average Household Size in the Forks MPO, North Dakota, and Minnesota, 2020



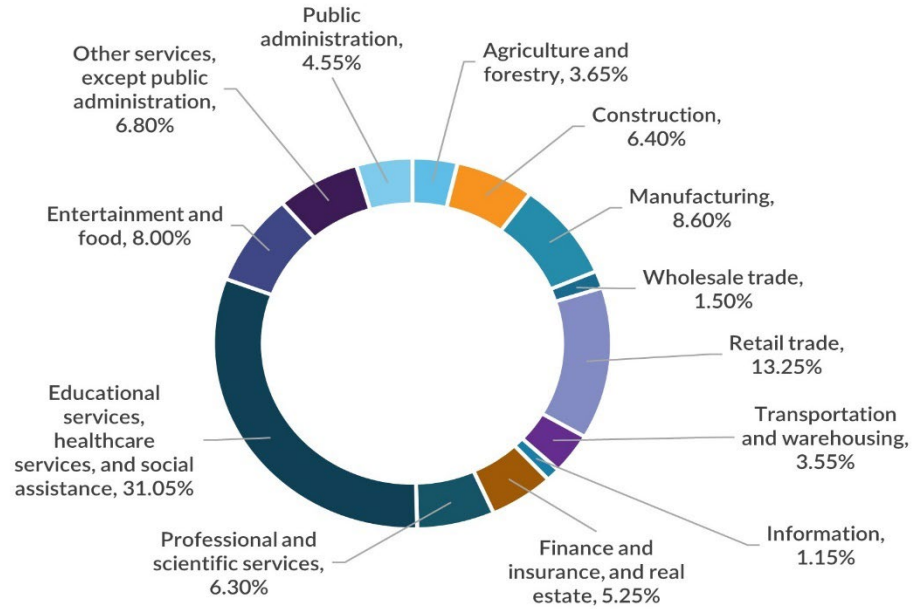
Source: ASC 5-Year Estimates. 2010-2020

Employment

Travel to and from places of work is generally one of the main reasons for travel. Therefore, it is important to understand the employment characteristics of the Forks MPO to identify patterns such as peak travel times, commute lengths, common trip destinations, and how employment patterns could attract more future residents to the area.

As shown in **Figure 3-4**, the largest employment sector in the Forks MPO is Education and Health, which makes up just over 31 percent of employment in the area.

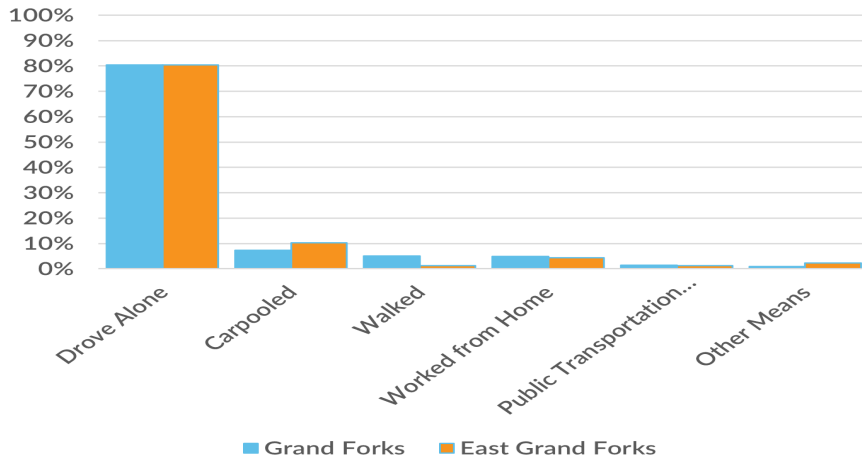
Figure 3-4: Employment by Industry in the Forks MPO Area



Commuting

Commuting characteristics can determine peak travel times and the number of road users on the streets of the Forks MPO area. **Figure 3-5** shows the current mode share for commuting purposes for employees within the Forks MPO area. Most vehicles traveling to work have only one occupant, and other forms of travel such as carpools, public transportation, and walking are not common. This highlights an opportunity for the Forks MPO area to improve the accessibility of other travel modes, as they can address issues such as congestion, safety, and create a higher quality of life.

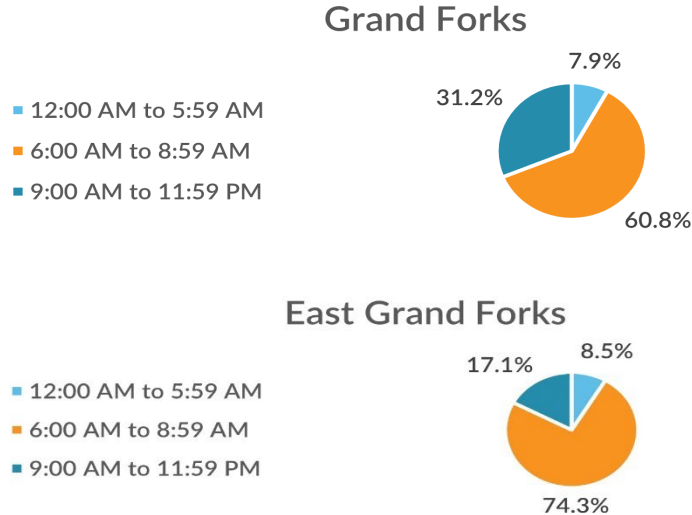
Figure 3-5: Means to Work



Source: ACS 5-Year Estimates, 2021

Figure 3-6 summarizes time of departure for commuting trips for works in Grand Forks and East Grand Forks. Within Grand Forks nearly 61 percent of commutes begin between 6 a.m. and 8:59 a.m., while just under one third of commutes occur between 9 a.m. and 11:59 p.m. For East Grand Forks, just under 75 percent of commutes begin between 6 a.m. and 8:59 a.m., with 17 percent beginning between 9 a.m. and 11:59 p.m.

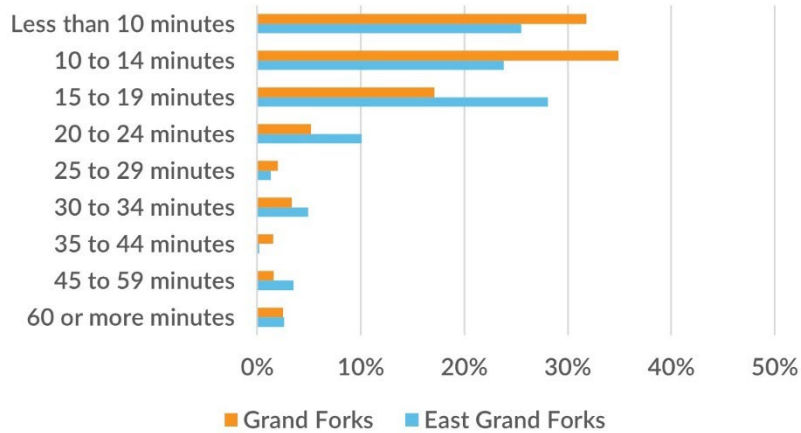
Figure 3-6: Time of Departure



Source: ACS 5-Year Estimates, 2021

As shown above, most travel throughout the Forks MPO Area occurs from 6 a.m. to 9 a.m., which correlates with the average start times for the workday. When considering that 80% of commuters drove alone, it can be inferred that there are many single-occupancy vehicles on the road between 6 a.m. and 9 a.m., leading to congestion issues. However, these congestion issues may not be severe considering most commuters average a 10- to 14-minute commute time as shown in **Figure 3-7**.

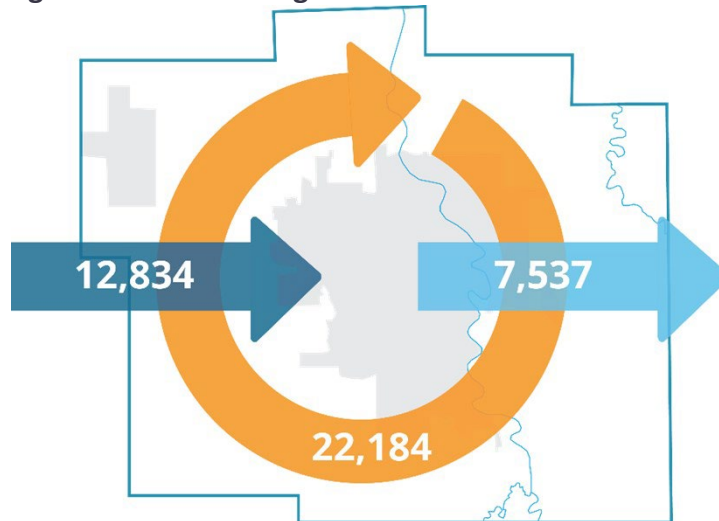
Figure 3-7: Time to Work



Source: ACS 5-Year Estimates, 2021

In the Forks MPO area, over 22,000 people both live and are employed within the two cities while almost 13,000 people live outside city limits but are employed within the area. Roughly 7,500 people live within the area but are employed in another location outside of the two city’s limits. These regional commuting patterns are displayed in **Figure 3-8** and are based off of 2019 data to account for the impact of the COVID-19 pandemic which may have caused an abnormal shift in commuting patterns.

Figure 3-8: Commuting Patterns in the Forks MPO Area



Source: Census OnTheMap, 2019

Working From Home

As employment opportunities and GDP increase, travel demand does as well. Additionally, shifts in where people work and how they work shapes demand for travel. Historically, large numbers of people travel at once for their work commute, leading to peak travel times resulting in congestion.

However, some of those issues were reduced due to the COVID-19 pandemic and local shelter-in-place orders, which led to a sharp increase in the number of individuals working from home.

As shown in **Table 3-3**, the number of workers in the Forks MPO area that worked remotely increase significantly between 2019 and 2021. As more and more employees push for remote or hybrid work schedules, travel demand during traditional peak times before and after working hours may decrease and could result in a decline in vehicle ownership rates.

Table 3-3: Number of People Working from Home

Year	Forks MPO	Percent Change
2021	1,760	25%
2020	1,411	44%
2019	983	-4%
2018	1,019	-10%
2017	1,130	----

Source: ACS 5-Year Estimates 2017-2021

The return to offices has also created a return to pre-COVID travel conditions, and congestion remains a challenge. Uncertainty over future trends related to remote work and daily traffic operations can lead to inefficiencies in transportation agencies being able to accurately predict system capacity and expansion needs. Additionally, land use dedicated to office buildings and parking facilities for employees will be impacted if remote work becomes a significant portion of employee work schedules. Grand Forks will likely face these issues alongside most communities in the United States, and it is a matter of understanding how a societal shift to more technology use will change not only working habits, but the physical landscape of cities.

4. Existing Transportation System

Existing conditions were reviewed to develop an understanding of the system's current needs and opportunities. The existing conditions form a baseline for evaluating future scenarios and needs.

This chapter is intended to give an overview of the existing condition chapters in each element of the MTP. To get a full review you will need to go to the document of the element that you wish to get more in-depth information from.

Transit System

The Grand Forks-East Grand Forks Transit Development Plan (TDP) is a 10-year plan that provides a vision for transit in the community. The current plan was adopted in December 2022 and copies of the plan can be found in the Forks MPO office and on the website at:

https://www.theforksmpo.org/plans_projects/2050_metropolitan_transportation_plan.

Cities Area Transit (CAT) provides two types of service:

- Fixed Route: CAT operates buses on 16 fixed routes (including 4 University of North Dakota routes)
- Paratransit/Senior Rider: CAT provides curb-to-curb demand response service to seniors (62+) and qualifying people with disabilities.

Capital Overview

- 14 Fixed Route Buses
- 12 Dial-A-Ride/Senior Rider Shuttles
- 49 Bus Shelters and many more bus stops

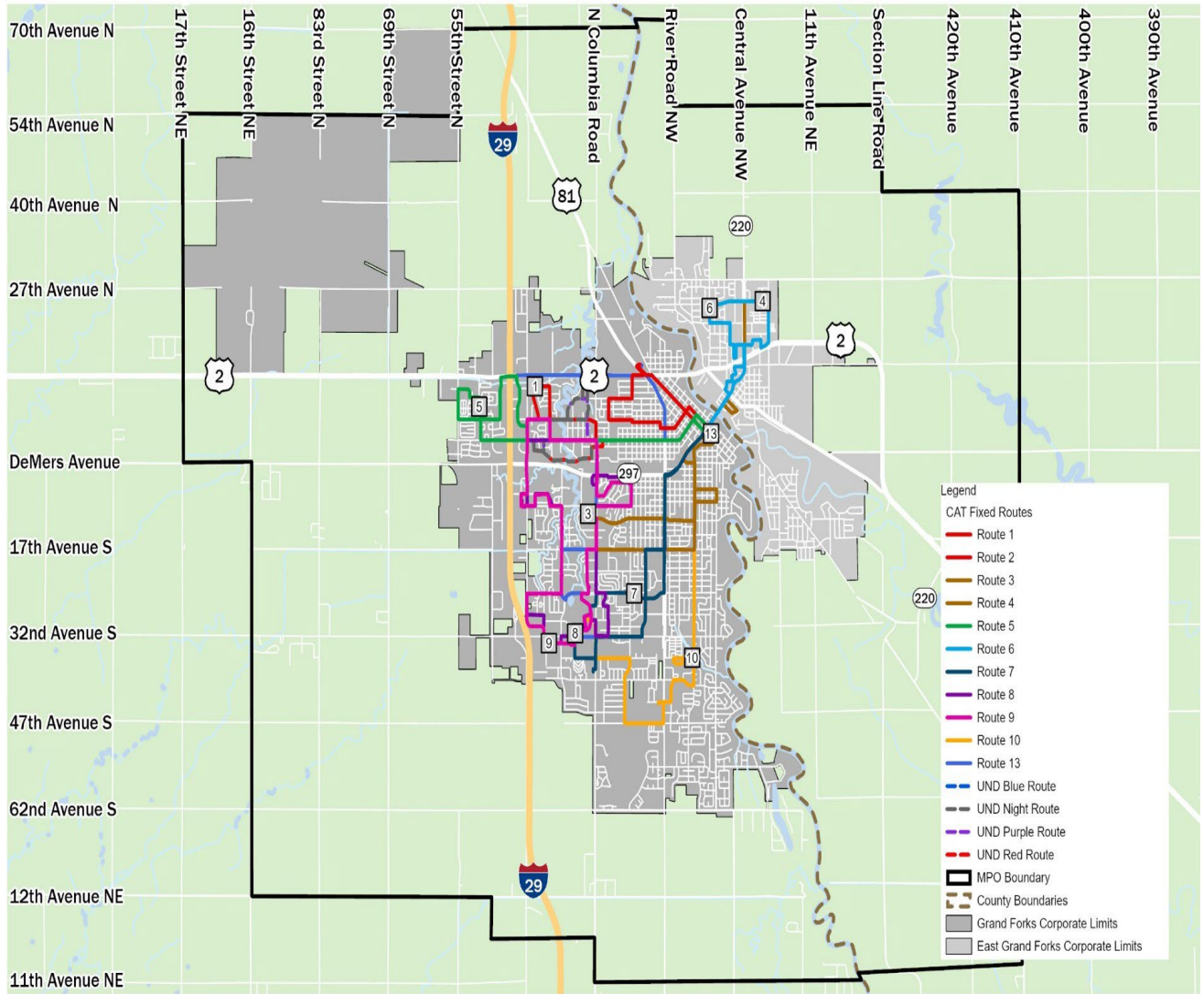
System Performance

- Route Performance
 - CAT routes provided 226,000 rides in 2019.
 - CAT ridership since the COVID-19 pandemic declined 37% (between 2019 and 2020) which is a smaller decline than the national average of 55% for the same time period.
 - Ranked #1: Route 7 is the most popular route with the highest ridership before and since the pandemic.
 - Ranked #2: Route 5 is a very popular route, consistently ranking 2nd or 3rd in ridership over time.
 - Ranked #3: Route 3 provides service twice an hour and is ranked number one for efficiency, and number 2 for total boardings.
- Demand Response Performance
 - CAT's curb-to-curb (demand response) service provided 65,182 rides in 2019.
 - Before COVID-19 pandemic there was a 24% increase between 2013 and 2019 in rides, compared to less than 9% nationally.
- Fares

- CAT 31-day passes are growing in popularity.
- CAT 31-day passes are more affordable than 4 out of 7 peers compared.
- System Reliability
 - Compared to national statistics, both services operate very safely, with only minor injuries and motor vehicle issues on the fixed route service and no safety events for the demand response service.
 - The system's vehicles have become more reliable over time. For the fixed route service there were over 350,000 miles between mechanical failures and in 2020 the demand response vehicles had no mechanical failures at all.
- Peer Comparison
 - Like peer cities nationally, CAT has experienced increasing costs and lower ridership in recent years.
 - CAT has consistently provided a similar level of service compared to peers, despite overall population growth of the region.
- Financials
 - In addition to fares from riders, CAT is funded through a combination of cities (Grand Forks & East Grand Forks), state (ND & MN), and federal funding.
 - Currently the system is doing a good job of balancing expenses and costs with revenue coming in from the system.
 - The fixed route system costs \$2.5 million to run while the demand response (Dial-A-Ride/Senior Rider) costs just over \$450,000 to operate.

A map of the existing fixed route system can be found in **Figure 4-1**.

Figure 4-1: Transit Fixed Route System



Bicycle and Pedestrian System

The bicycle and pedestrian system of the Forks MPO area serves the mobility and accessibility needs of users of active transportation modes, providing ample opportunity to walk or bike for work, retail, entertainment, or recreational purposes. The current plan was adopted in June 2023 and copies of the plan can be found in the Forks MPO office and on the website at: https://www.theforksmpo.org/plans_projects/2050_metropolitan_transportation_plan.

Regional Biking and Walking Trends

Current active transportation commute rates are low for a metropolitan region, as well as low compared to the average for the United States. There are several factors at play here that might explain these suppressed rates of biking, walking, and transit usage:

- Grand Forks and East Grand Forks are winter cities, with the average temperatures below freezing for several months out of the year and average annual snowfall exceeding 36 inches.
- The low-stress bicycle and pedestrian network is mostly concentrated around the Greenway and the downtowns, which does not serve the needs of all commuters or destinations, and can be rendered inaccessible by spring flooding.
- Transit service is limited in frequency, which makes longer trips split between biking and/or walking and transit less appealing.

Existing Pedestrian Facilities

The Forks MPO area has approximately 280 miles of sidewalk. In Grand Forks, most neighborhood streets and arterials have sidewalks on both sides of the right-of-way. Local ordinance requires the construction of sidewalks on any local street over three hundred feet in length. There are some gaps in the sidewalk network due to a grandfather clause in the ordinance (<https://www.grandforksgov.com/business/city-code>), which allows some street segments and land uses to be exempt from the sidewalk requirement. This exemption includes all areas zoned industrial use in the City of Grand Forks, representing a potential barrier to walking trips to and from work.

The East Grand Forks sidewalk network is less comprehensive. Older neighborhoods and the downtown generally have sidewalks on both sides of the right-of-way, but newer neighborhoods typically only have sidewalks along major arterials with no sidewalks on interior streets. Some East Grand Forks neighborhoods have expansive off-street shared-use paths.

Commercial corridors in Grand Forks and East Grand Forks generally have sidewalks, but lack safe crossings at reasonable distances (i.e., 1,000 feet or less). Most commercial destinations are located behind large surface parking lots. These parking lots generally lack a dedicated facility between the pedestrian realm and businesses.

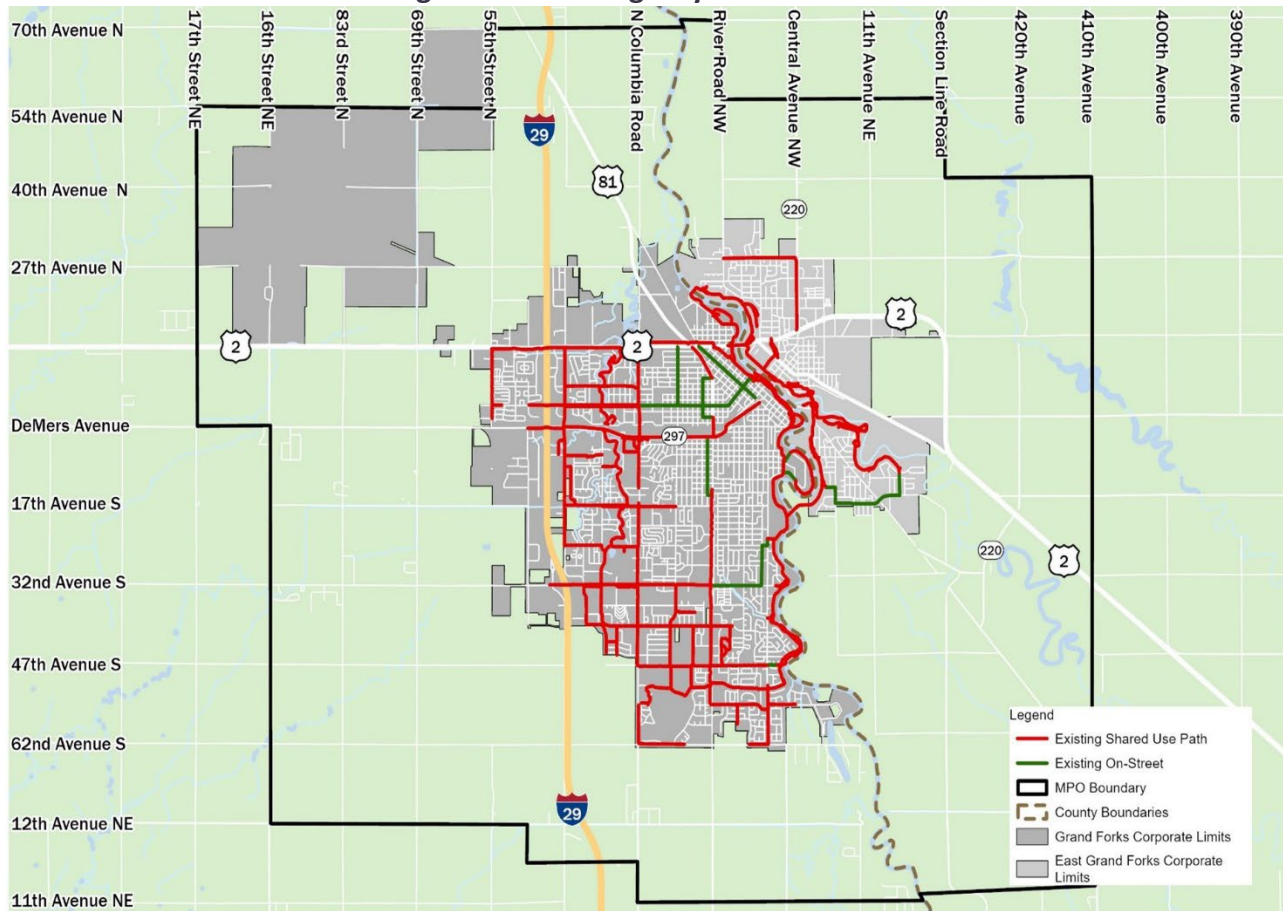
Existing Bicycle Facilities

The Forks MPO has approximately 77.9 miles of off-road bicycle facilities, and approximately 6.4 miles on on-road bicycle facilities. The bulk of the Forks MPO's bicycle network is made up of off-road bikeways and shared-use paths, such as the Greenway, English Coulee Trail, in addition to sidepaths along major commercial roads like Washington St and Columbia Rd.

Grand Forks on-street facilities include shared lanes on University Ave and N 5th St as well as on-street bike routes between neighborhoods and shared use paths such as 32nd Ave S between S Washington St and Chestnut St. East Grand Forks' on-street bike network is limited, with a focus on directing bicycle and pedestrian traffic towards shared use paths. Both cities generally rely on street signage rather than on-street markings to demarcate bicycle facilities.

Figure 4-2 shows the existing bicycle network.

Figure 4-2: Existing Bicycle Network



Street & Highway System

The street and highway network of the Forks MPO area is the backbone of the region’s multimodal transportation system. This network facilitates the movement of people, goods, and services throughout the region while connecting key destinations such as housing and employment centers. The 2050 plan will be adopted in December 2023 and copies of the plan can be found in the Forks MPO office and on the website at: https://www.theforksmpo.org/plans_projects/2050_metropolitan_transportation_plan.

The existing street and highway system was reviewed through an analysis of related topics, including:

- Traffic Operations
- Traffic Safety
- Origin and Destination Analysis
- Pavement and Bridge Conditions
- Existing Freight System

- Existing Regional Connections
- Multimodal System Review
- Environmental Resources
- Future Growth.
- Emerging Trends and Technologies Impacting Transportation

These analyses along with public, stakeholder and leadership input helped to form strategies seen in **Figure 4-3**.

Figure 4-3: Strategy Types Considered



5. Recommendations

Transit

The future service recommendations for the Forks MPO area were developed based on public feedback, as well as coordination with transit operators and stakeholders. Recommendations were developed for a cost-neutral scenario, which maintains a similar level of service hours as is currently provided, as well as an added service scenario, which increases frequency or adds additional service. Some routes also include options for microtransit replacement service, which would eliminate the existing fixed route to be replaced with a microtransit “zone”. For many routes, proposed service under each of the three scenarios is the same.

The overall system recommendations are summarized in **Figure 5-1**. Additional detailed information on the recommendations for each route are available in the transit plan found at: https://www.theforksmpo.org/plans_projects/2050_metropolitan_transportation_plan.

Figure 5-1: Transit System Recommendations

Grand Forks - East Grand Forks TRANSIT DEVELOPMENT PLAN

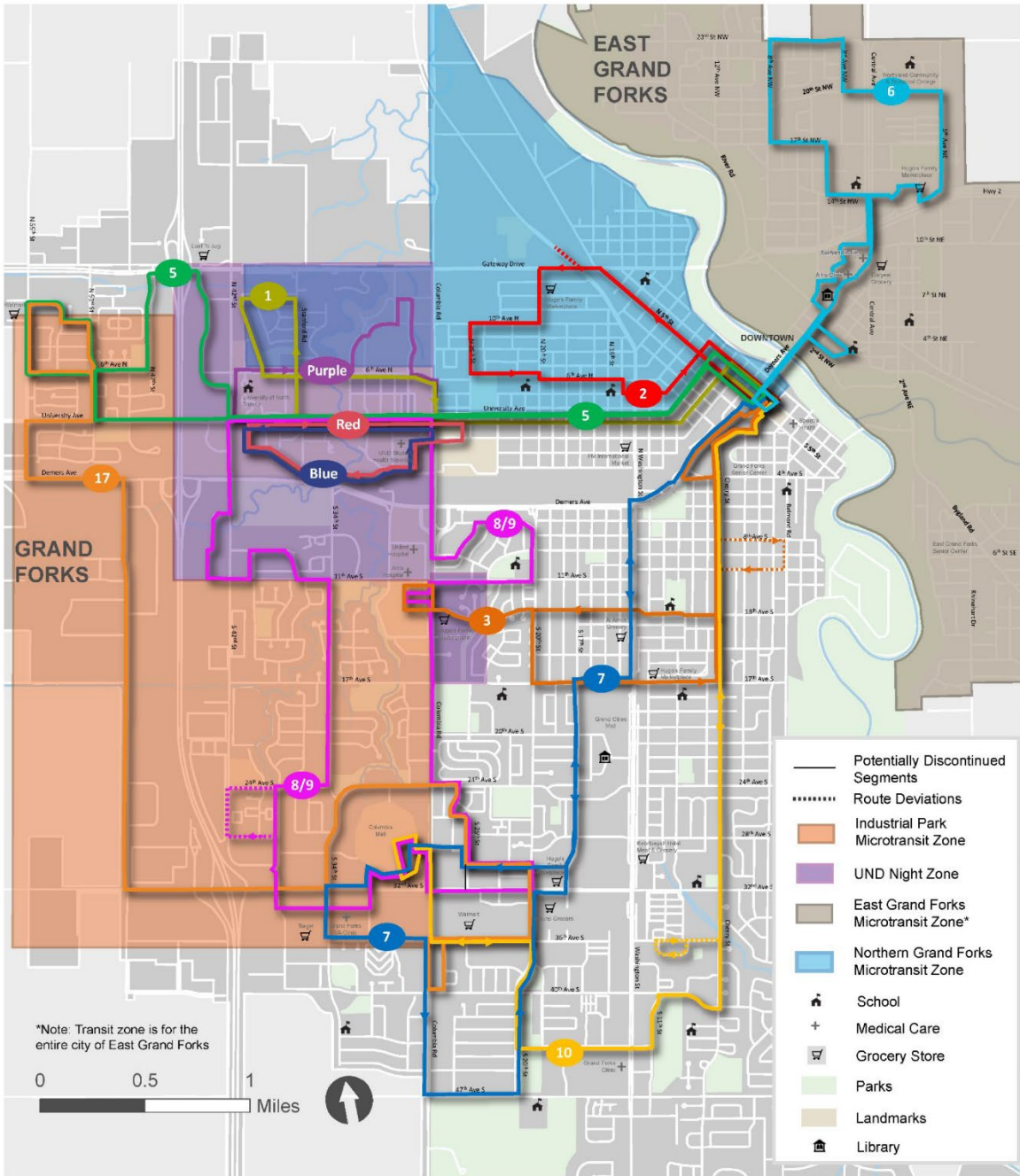


Figure 1. Proposed Routes and Microtransit Z

Bicycle & Pedestrian Plan

Creating the recommendations was a multi-step, iterative process that utilized data from the existing conditions analysis in conjunction with the results of public and key stakeholder input. Those recommendations were:

- Addressing regional barriers such as major roadways, railroads, and river crossings.
- Gaps in the sidewalk/pedestrian network.
- Gaps in the existing bike network.

These recommendations can be seen in **Figure 5-2** and **Figure 5-3**. For more information on the Bike & Pedestrian and Safe Routes to School recommendations can be found at:

https://www.theforksmmpo.org/plans_projects/2050_metropolitan_transportation_plan.

Figure 5-2: Pedestrian Network Recommendations

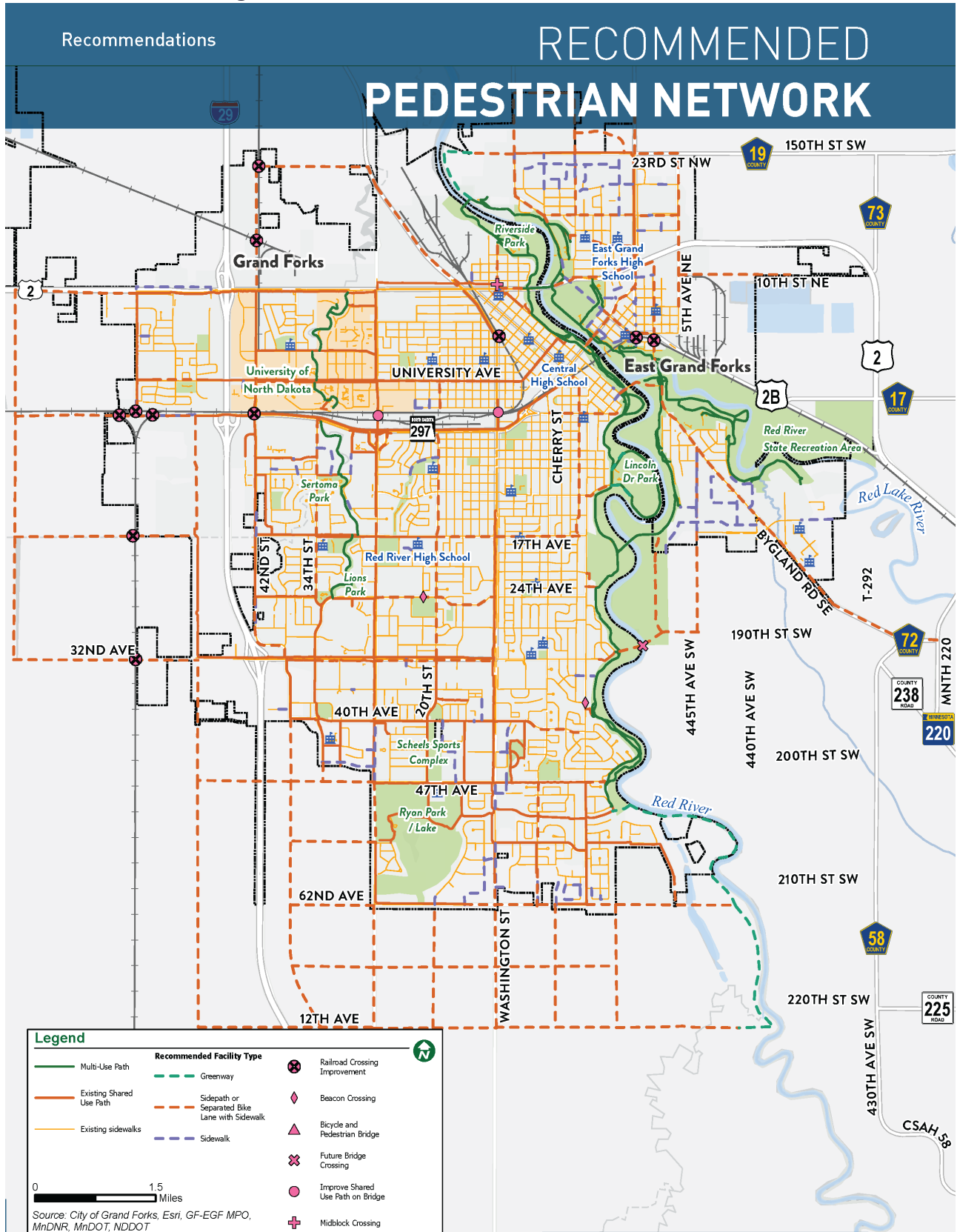
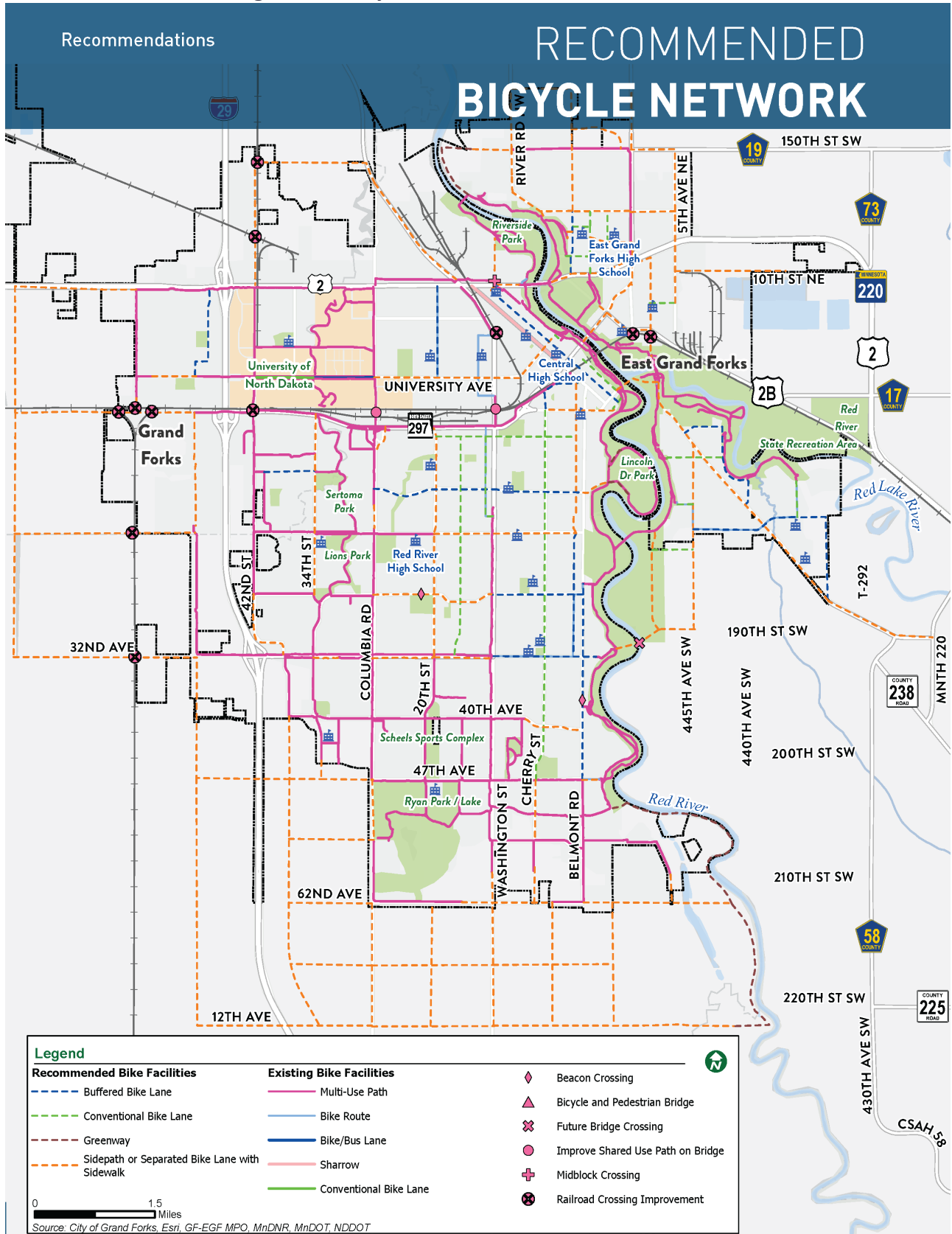


Figure 5-3: Bicycle Network Recommendations



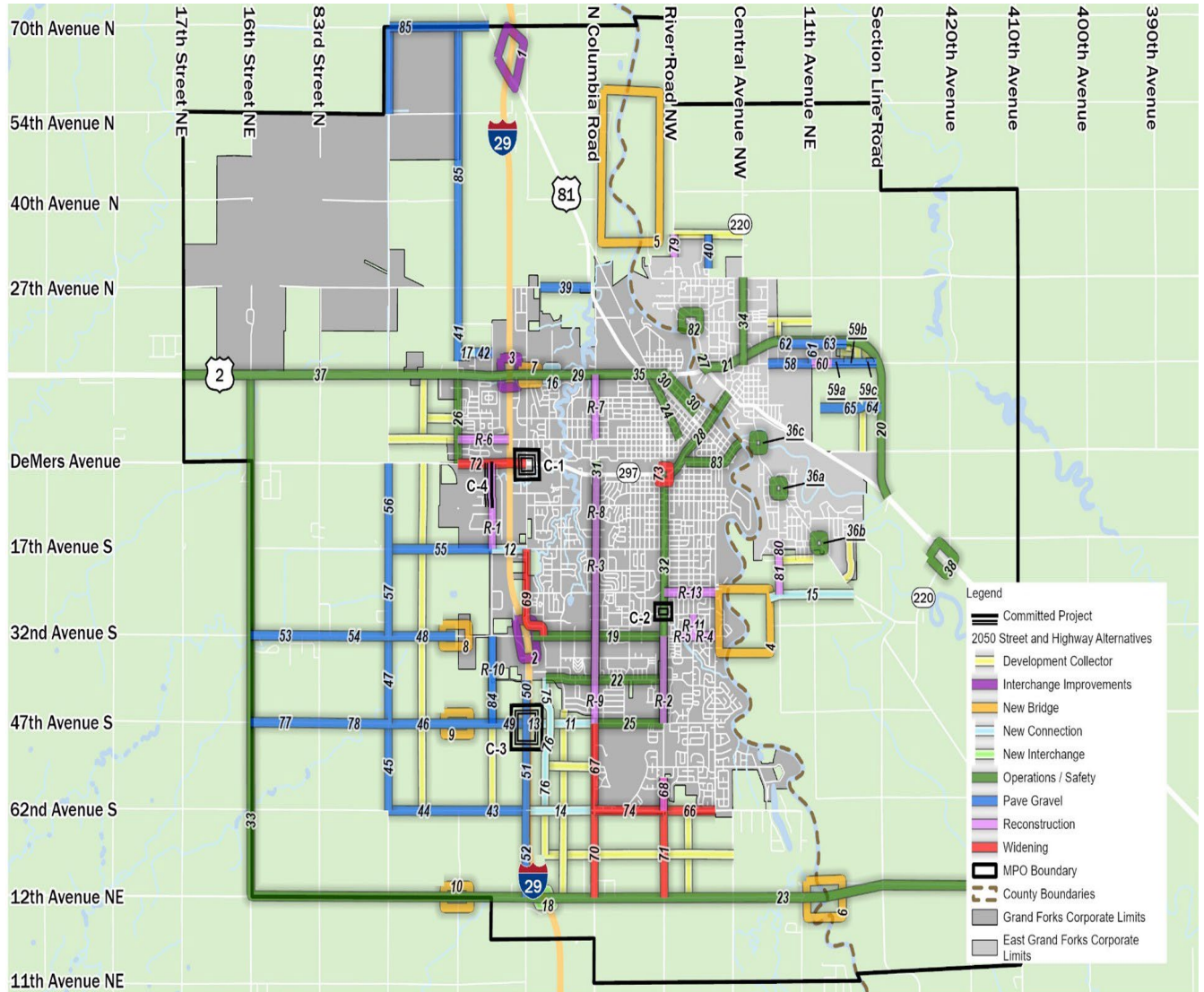
Street & Highway Plan

The development of recommendations for the Street & Highway Plan was based on input received during public engagement, system needs identified during technical analysis, and projects identified in past plans and studies. These recommendations are the list of potential investments that address the existing and future street and highway network issues through 2050.

Those projects that are promoted into the implemented plan are those that meet the region's maintenance, safety, and mobility performance goals for the system. The range of recommendations are included in **Figure 5-4**. For more information on the Street & Highway Plan recommendations can be found at:

https://www.theforksmmpo.org/plans_projects/2050_metropolitan_transportation_plan.

Figure 5-4: Street & Highway Network Recommendations



6. Funding

As outlined in 23 CFR 450.324, the Metropolitan Transportation Plan needs to provide an understanding of reasonable transportation funding levels to demonstrate that the Plan is fiscally constrained while ensuring the Federal-aid transportation system is in adequate operation and is well maintained. The funding is a critical component of the MTP that examines the current finances and lays out a plan to fund the system.

Transit Development Plan

Funding for the CAT system is currently made up of a variety of federal, state, and local sources. Funding has been split out for the Grand Forks and East Grand Forks systems separately. This provides for the ability to understand the unique funding mixes for each system. **Table 6-1** shows the 2022 funding by source and the 10-year forecast for each City.

Table 6-1: 2022 Baseline Funding & 10-year Forecast

East Grand Forks													
	Revenue	% City	% of System	YoY Inflation rate	10 Year Revenue Forecast								
2022					2023	2024	2025	2026	2027	2028	2029	2030	2031
Local	\$119,000	15%	3%	2.0%	\$121,380	\$123,808	\$126,284	\$128,809	\$131,386	\$134,013	\$136,694	\$139,427	\$142,216
State	\$502,000	62%	12%	2.5%	\$514,550	\$527,414	\$540,599	\$554,114	\$567,967	\$582,166	\$596,720	\$611,638	\$626,929
Federal	\$191,000	24%	4%	2.0%	\$194,820	\$198,716	\$202,691	\$206,745	\$210,879	\$215,097	\$219,399	\$223,787	\$228,263
Subtotal	\$812,000	100%	19%		\$830,750	\$849,938	\$869,574	\$889,668	\$910,232	\$931,276	\$952,813	\$974,853	\$997,408
Grand Forks													
	Revenue	% City	% of System	YoY Inflation rate	10 Year Revenue Forecast								
2022					2023	2024	2025	2026	2027	2028	2029	2030	2031
Local	\$1,426,000	41%	33%	2.0%	\$1,454,520	\$1,483,610	\$1,513,283	\$1,543,548	\$1,574,419	\$1,605,908	\$1,638,026	\$1,670,786	\$1,704,202
State	\$249,000	7%	6%	2.5%	\$255,225	\$261,606	\$268,146	\$274,849	\$281,721	\$288,764	\$295,983	\$303,382	\$310,967
Federal	\$1,770,000	51%	42%	2.0%	\$1,805,400	\$1,841,508	\$1,878,338	\$1,915,905	\$1,954,223	\$1,993,307	\$2,033,174	\$2,073,837	\$2,115,314
Subtotal	\$3,445,000	100%	81%		\$3,515,145	\$3,586,724	\$3,659,767	\$3,734,303	\$3,810,363	\$3,887,979	\$3,967,182	\$4,048,006	\$4,130,483
System Total	\$4,257,000		100%		\$4,345,895	\$4,436,662	\$4,529,340	\$4,623,971	\$4,720,595	\$4,819,255	\$4,919,995	\$5,022,858	\$5,127,891

Bicycle & Pedestrian Plan

Funding for new multi-use paths has traditionally been accomplished through winning Transportation Alternative (TA) Grant funds and matching those funds with Street & Highway funds for the City of Grand Forks and the City of East Grand Forks' general funds. Grand Forks has been successful in the past, but these funds are not guaranteed. East Grand Forks has been successful in the past but recently has not applied for these funds. Given the discretionary nature of the funds, the plan has set priority projects with base and future estimated costs. This plan relies on the Street & Highway Plan to estimate future funding and using the priority list for which projects will be pursued and the Transportation Improvement Program (TIP) to maintain fiscal constraint.

Street & Highway Plan

Multiple Federal programs have been used to fund past transportation projects in the Forks MPO region. The passage of the Infrastructure Investment and Jobs Act (IIJA) introduced a series of new formula and discretionary grant programs as well. While the process of applying for established programs is well known, the guidance for applying for the new programs is still being worked on. The states of North Dakota and Minnesota differ in how they disperse Federal funds. Each City and County must fund the local match to use the Federal funds.

Tables 6-2 and **6-3** show the baseline revenues from Federal funding programs. **Table 6-4** show the baseline revenues available to the Cities. Using these baseline revenues and an inflation factor we estimated future revenues that will be available in the Forks MPO area and split them into short-, mid-, and long-term. **Table 6-5** summarizes the forecasted revenue by State for Federal, State, and Local revenue sources.

Table 6-2: North Dakota Baseline Revenue by Source

Funding Source	2023 Baseline Revenue
Highway Safety Improvement Program (HSIP)	\$300,000
Interstate Maintenance Program (IM)	\$210,000
Transportation Alternatives (TA)	\$200,000
Carbon Reduction	\$420,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$730,000
Urban Grant Program	\$330,000
Urban Local Roads Program	\$3,000,000
Urban Regional Primary Program	\$3,000,000
Urban Regional Secondary Roads & Bridge Programs	\$2,880,000

Table 6-3: Minnesota Baseline Revenue by Source

Funding Source	2023 Baseline Revenue
National Highway Performance Program (NHPP)	\$2,570,000
Carbon Reduction Program	\$20,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$29,000
District Managed Program	\$1,440,000

Mn State Aid	\$720,000
NWATP City Sub-Target	\$1,200,000
NWATP Transportation Alternatives (TA) Funds	\$60,000

Table 6-4: City Baseline Revenue by Source

Funding Source	2023 Baseline Revenue
Grand Forks	
Highway Users Tax	\$3,150,000
Sales Tax Revenue	\$5,190,000
Use Tax	\$610,000
East Grand Forks	
General Fund	\$1,670,000
Snow Removal Fees	\$10,000
Street Lights	\$180,000
Other- Streets	\$1,800
Polk County Aid	\$100,000

Table 6-5: Forecasted Revenue by Source

Time Band	North Dakota				Minnesota			
	Federal	State	Local	Total	Federal	State	Local	Total
Short- Term (2028-2032)	\$10,670,000	\$54,570,000	\$51,440,000	\$116,680,000	\$3,617,900	\$13,630,000	\$11,410,300	\$28,658,200
Mid- Term (2033-2041)	\$2,201,000	\$106,960,000	\$106,470,000	\$235,440,000	\$8,715,900	\$27,660,000	\$23,921,400	\$60,297,300
Long-Term (2042-2050)	\$26,300,000	\$119,580,000	\$127,240,000	\$273,120,000	\$11,272,300	\$33,520,000	\$29,045,600	\$73,837,900
Total	\$58,980,000	\$281,110,000	\$285,150,000	\$625,240,000	\$23,606,100	\$74,810,000	\$64,377,300	\$162,793,400

Operations and maintenance (O&M) funding represents an annual expenditure incurred in the Forks MPO region related to the routine, daily services and repair that supports the transportation system. The Cities of Grand Forks and East Grand Forks currently have agreements in place with NDDOT and MnDOT, respectively, that delineate system O&M responsibilities. Both Cities are responsible for the O&M needs of their Federal-aid and local roadway networks, except for I-29 in Grand Forks, whose O&M needs are managed by NDDOT. O&M responsibilities for the Forks MPO regional roadway network outside of the Grand Forks and East Grand Forks limits are overseen by the State DOTs.

A baseline for O&M revenues and expenses was used with an inflation factor to estimate future revenues and expenditures for the Forks MPO region. **Table 6-6** shows the forecasted revenues/expenditures by time band.

Table 6-6 Forecasted O&M Revenues by Time Band

Time Band	Grand Forks	East Grand Forks	NDDOT	MnDOT	Total
Short- Term (2028-2032)	\$3,680,000	\$1,370,000	\$3,530,000	\$1,690,000	\$10,290,000
Mid- Term (2033-2041)	\$7,640,000	\$2,850,000	\$7,320,000	\$3,500,000	\$21,380,000
Long-Term (2042-2050)	\$9,150,000	\$3,410,000	\$8,770,000	\$4,190,000	\$25,680,000
Total	\$20,470,000	\$7,630,000	\$19,620,000	\$9,380,000	\$57,350,000

7. Fiscally Constrained Plan

Federal requirements for Metropolitan Transportation Plans state that they should be fiscally constrained, meaning the MTP demonstrates that the identified projects can be implemented using committed, available, or reasonably available revenue sources. The fiscally constrained plan should also plan for the Federally supported transportation system is being adequately operated and maintained.

Projects included in the Fiscally Constrained Plan were identified based on their ability to meet the current needs of the Forks MPO Area as well as how their estimated year of expenditure (YOE) costs align with the revenue levels anticipated to be available to the Forks MPO through the year 2050. The full list of fiscally constrained projects receiving federal funding will be shown after a review of each plan.

Transit Development Plan

Transit operating costs are the most important cost in future years. **Table 7-1** shows the forecasted expense for operating the CAT system. CAT uses the remaining revenue to purchase other capital assets to replace, repair, or improve other capital assets like vehicles, facilities, and other infrastructure. The most important asset are the vehicles and **Table 7-2** shows the total cost of replacing several vehicles that will be meeting their useful life.

Table 7-1: Transit Operating Expense

Combined System Expenses: 10 Year Forecast (Excluding Capital)										
Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Total	\$3,808,708	\$3,961,056	\$4,119,499	\$4,284,279	\$4,455,650	\$4,633,876	\$4,819,231	\$5,012,000	\$5,212,480	\$5,420,979

Table 7-2: Vehicle Replacement Cost

Scenario	40-Foot Bus	20-Foot Bus	Other Vehicles	Estimated Total Cost
Maintain 40-foot Bus Fleet	6	2	12	\$5,300,000
Transition to 20-foot Bus Fleet	0	5	12	\$2,500,000

Bike & Pedestrian Plan

Tables 7-3 and **7-4** show the priority projects for each City. Both Cities rely on Transportation Alternative funds to implement these projects. The availability of funds is never guaranteed, so the Forks MPO will look to the priorities and costs of each project when placing them in the fiscally constrained plan.

Table 7-3: Grand Forks Priority Projects

Corridor Name (Alphabetical)	From	To	Facility Type	Length (mi)	Estimated Cost*
13th Ave S	Columbia Rd	S Washington St	Buffered Bike Lanes	1.02	\$153,000
13th Ave S	S Washington St	Belmont Rd	Buffered Bike Lanes	0.75	\$112,500
17th Ave S	S 20th St	Belmont Rd	Sidepath or Separated Bike Lane with Sidewalk	1.12	\$3,770,000
24th Ave S	S Washington St	Belmont Rd	Buffered Bike Lanes	0.76	\$154,000
24th Ave S	Columbia Rd	S Washington St	Sidepath or Separated Bike Lane with Sidewalk	1.03	\$3,625,000
32nd Ave S	S 34th St	S 31st St	Sidepath or Separated Bike Lane with Sidewalk	0.22	\$1,130,000
32nd Ave S	Columbia Rd	S 20th St	Sidepath or Separated Bike Lane with Sidewalk	0.53	\$1,945,000
32nd Ave S	S 20th St	S Washington St	Sidepath or Separated Bike Lane with Sidewalk	0.47	\$1,795,000
Minnesota Ave/ 1st St SE	S 3rd St	3rd Ave SE	Sidepath or Separated Bike Lane with Sidewalk	0.38	\$1,300,000
S 48th St	32nd Ave S	47th Ave S	Sidepath or Separated Bike Lane with Sidewalk	1.76	\$4,800,000
University Ave	Columbia Rd	N 3rd St	Sidepath or Separated Bike Lane with Sidewalk	1.68	\$5,730,000

*2023 Dollars

Table 7-4: East Grand Forks Priority Projects

Corridor Name (Alphabetical)	From	To	Facility Type	Length (mi)	Estimated Cost*
14th St NW	6th Ave NW	Existing Bike Facility	Sidepath or Separated Bike Lane with Sidewalk	1.51	\$5,265,000
182nd St SW	Existing Shared Use Path	445th Ave SW	Conventional Bike Lane	0.34	\$51,000
Bygland Rd	1st St SE	Existing Shared Use Path	Sidepath or Separated Bike Lane with Sidewalk	2.3	\$6,690,000
Bygland Rd	Existing Sidewalk	MN 220	Sidepath or Separated Bike Lane with Sidewalk	0.95	\$2,415,000
Greenway Blvd	Rhinehart Dr	19th Ave SE	Buffered Bike Lane	0.9	\$2,415,000
Proposed Shared Use Path	Existing Sidewalk	Proposed Shared Use Path	Sidepath or Separated Bike Lane with Sidewalk	0.23	\$655,000
Rhinehart Dr	Greenway Blvd	Proposed Shared Use Path	Sidepath or Separated Bike Lane with Sidewalk	0.81	\$2,145,000
Rhinehart Dr	Bygland Rd	Greenway Blvd	Sidepath or Separated Bike Lane with Sidewalk	0.69	\$1,985,000
Rhinehart Dr	11th St SE	Greenway Blvd	Sidewalk	0.2	\$180,000
Rhinehart Dr	Bygland Rd	11th St SE	Sidewalk	0.48	\$408,000
River Rd	30th St NW	19th St NW	Sidepath or Separated Bike Lane with Sidewalk	0.84	\$2,300,000
Proposed Shared Use Path	Existing Sidewalk	Proposed Shared Use Path	Sidepath or Separated Bike Lane with Sidewalk	0.2	\$580,000
Minnesota Ave/ 1st St SE	S 3rd St	3rd Ave SE	Sidepath or Separated Bike Lane with Sidewalk	0.4	\$1,350,000

*2023 Dollars

Street & Highway Plan

A primary focus is placed on system maintenance requirements and operations & maintenance (O&M). **Table 7-5** shows the forecasted O&M Expenditures. That means that that the jurisdictions will spend most of their local, state, and Federal fund to maintain the Federal Aid system, in addition to local streets.

Table 7-5: Forecasted O&M Expenditures by Time Band

Time Band	Grand Forks	East Grand Forks	NDDOT	MnDOT	Total
Short- Term (2028-2032)	\$3,680,000	\$1,370,000	\$3,530,000	\$1,690,000	\$10,290,000
Mid- Term (2033-2041)	\$7,640,000	\$2,850,000	\$7,320,000	\$3,500,000	\$21,380,000
Long-Term (2042-2050)	\$9,150,000	\$3,410,000	\$8,770,000	\$4,190,000	\$25,680,000
Total	\$20,470,000	\$7,630,000	\$19,620,000	\$9,380,000	\$57,350,000

2023-2050 Fiscally Constrained Plan

The MTP fiscally constrained plan is presented using time bands. Fiscally constrained projects are discussed using costs in current (2023) dollars and in Year of Expenditure (YOE) costs. Also included are the expected funding sources and potential project sponsors for each project.

Committed Projects

The Forks MPO’s 2023 – 2027 Transportation Improvement Program (TIP) was reviewed to identify major capital projects programmed within the Forks MPO Area over the next four years. These projects represent the start of the fiscally constrained plan while those projects identified in the short-term are considered candidates for the annual TIPs through the year 2032. **Table 7-6** summarizes the projects in the Forks MPO’s current TIP and **Figure 7-1** illustrates the locations, when possible, within the Forks MPO area.

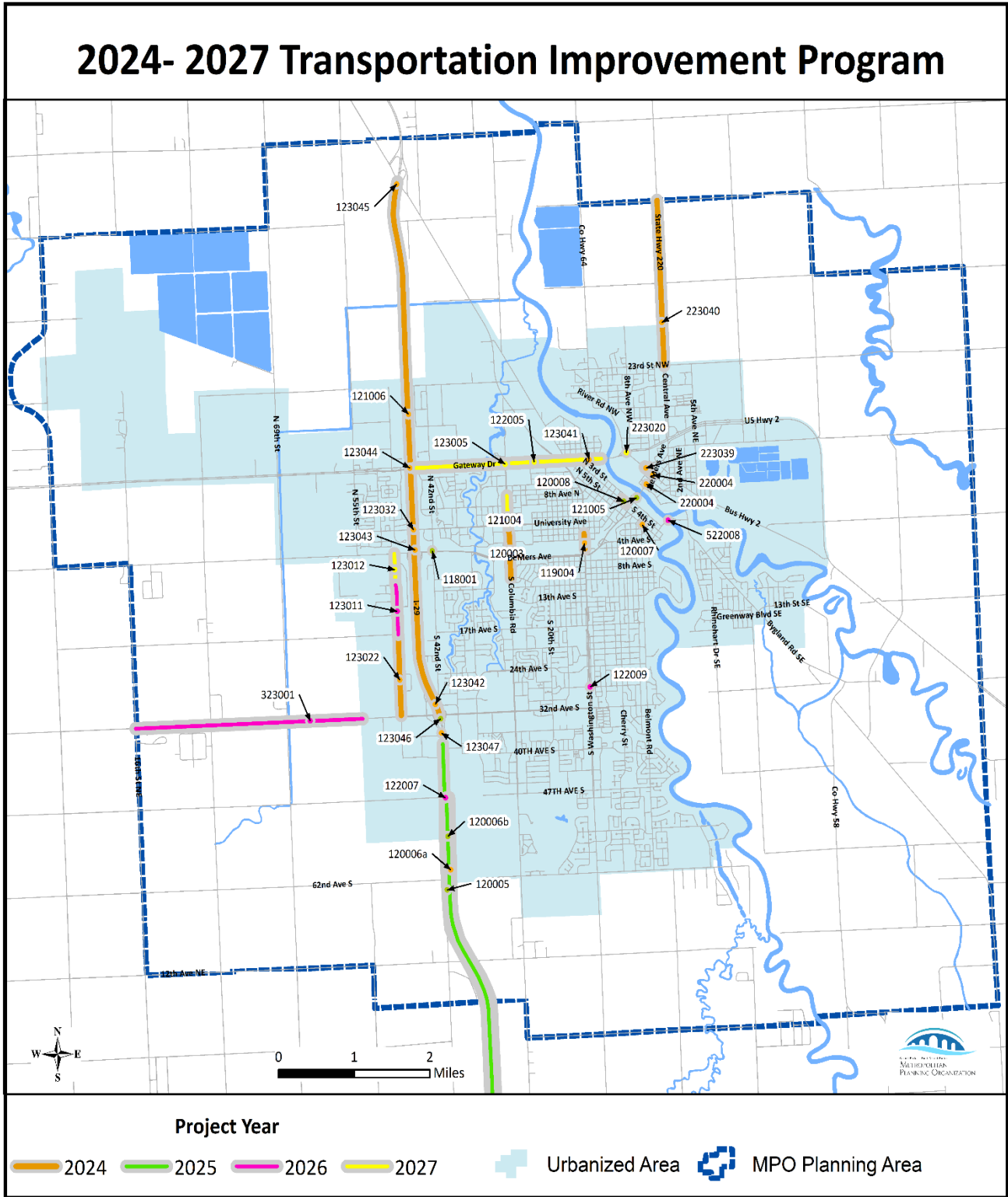
Table 7-6: 2024-2027 TIP Projects

Time Band	ID	Location	Extent	Description	Funding Source	Cost
TIP: 2024	120001	Grand Forks	City Wide	Transit Operation	FTA 5307	\$3,673,170
TIP: 2024	120002	Grand Forks	City Wide	Transit Safety/Security	FTA 5307	\$20,822
TIP: 2024	123008	Grand Forks	City Wide	Replacement Bus- Class 400	FTA 5339	\$151,000
TIP: 2024	123003	Grand Forks	City Wide	Mobility Manager	FTA 5310	\$83,981
TIP: 2024	123007	Grand Forks	City Wide	Replace 4 Dial-A-Ride Vans	FTA 5310	\$68,450
TIP: 2024	220001	East Grand Forks	City Wide	Transit Operation	FTA 5307	\$500,100
TIP: 2024	220002	East Grand Forks	City Wide	Dial-A-Ride Operation	State Funds	\$199,400
TIP: 2024	220003	East Grand Forks	City Wide	Replacement Bus- Class 400	Surface Transportation Block Grant Program	\$276,000
TIP: 2024	120004	Grand Forks	Various	Rehabilitation of Traffic Signals	NHS-State Urban Project	\$6,668,000
TIP: 2024	123048	Grand Forks District	Various	Signing	State Safety Project-Non NHS	\$414,000
TIP: 2024	119004	N Washington St	5th Ave S to 1st Ave N	Road Reconstruction & Structure Rehabilitation	NHS-State Urban Project	\$11,150,000
TIP: 2024	120006a	I-29 Southbound	South of ND 15 to Near 32nd Ave S	CPR and grind	Interstate Maintenance	\$1,173,000
TIP: 2024	123047	I-29	32nd Ave S Interchange	Road Side Improvement-Lighting	Interstate Maintenance	\$1,000,000
TIP: 2024	123041	US-2/ Gateway Dr	N 3rd St	Spall Repair	National Highway System	\$50,000
TIP: 2024	123043	I-29	1 mile South of US-2	Deck Overlay, Spall Repair, Structure	Interstate Maintenance	\$1,884,000
TIP: 2024	123044	I-29	Junction US-2	Deck Overlay, Expansion Joint Modification, Spall Repair	Interstate Maintenance	\$2,236,000
TIP: 2024	123045	I-29	Junction US-81	Spall Repair, Structure Rehab	Interstate Maintenance	\$300,000
TIP: 2024	123032	I-29	University Ave Separation	Structure Repair	Non-NHS Urban Project	\$104,000
TIP: 2024	120003	N Columbia Rd	9th Ave S to 2nd Ave N	Overpass rehabilitation	NHS-Urban Project	\$8,930,000
TIP: 2024	120007	S 5th St	Belmont Rd and Division Ave	Roundabout Construction	Urban Grant Program	\$1,640,600
TIP: 2024	123022	S 48th St	17th Ave S to 32nd Ave S	Convert Gravel Path to Concrete Shared use path	Transportation Alternatives	\$1,220,000
TIP: 2024	223039	5th Ave NW	4th St NW	Construct Shared Use Path	Carbon Reduction	\$104,149
TIP: 2024	220004	DeMers Ave (US-2B)	At 2nd St NW and 4th St NW	Signal Replacement	National Highway Performance Program	\$700,000
TIP: 2024	223040	MN 220	From CSAH 19 to 0.3 miles South of CSAH 22	Reconstruction	Surface Transportation Block Grant Program	\$15,500,000
TIP: 2025	121001	Grand Forks	City Wide	Transit Operation	FTA 5307	\$3,764,999
TIP: 2025	121002	Grand Forks	City Wide	Transit Safety/Security	FTA 5307	\$21,030
TIP: 2025	123003	Grand Forks	City Wide	2 Class 700 Replacement Buses	FTA 5339	\$975,000
TIP: 2025	124003	Grand Forks	City Wide	Class 400 Replacement Bus	FTA 5339	\$151,000
TIP: 2025	123004	Grand Forks	City Wide	Training Personnel	FTA 5339	\$150,000
TIP: 2025	123006	Grand Forks	City Wide	Mobility Manager	FTA 5310	\$86,500
TIP: 2025	221001	East Grand Forks	City Wide	Transit Operation	FTA 5307	\$500,100
TIP: 2025	221002	East Grand Forks	City Wide	Dial-A-Ride Operation	State Funds	\$199,400
TIP: 2025	121005	US-2B	Sorlie Bridge	Expansion Joint Modification	NHS- State Urban Project	\$27,040
TIP: 2025	120006b	I-29 Northbound	ND 15 to 32nd Ave S	CPR and grind	Interstate Maintenance	\$1,220,000
TIP: 2025	120005	I-29	Buxton Interchange to 32nd Ave S	High Tension Median Cable Guardrail	State Safety Project-NHS	\$4,469,000
TIP: 2025	123046	I-29	3 miles South of US-2	Structure Paint	Interstate Maintenance	\$286,000

Table 7-6: Continued

Time Band	ID	Location	Extent	Description	Funding Source	Cost
TIP: 2025	121006	I-29	32nd Ave S Interchange to North of US-81 Interchange	CPR, Spall Repairs, Crack Sealing, Grinding	Interstate Maintenance	\$8,512,604
TIP: 2025	121007	Grand Forks	Various	Install Dynamic Speed Signs	Urban Safety Project-Non NHS	\$40,000
TIP: 2025	118001	42nd St	DeMers Ave	Railroad Grade Separation	Secondary Regional	\$53,600,000
TIP: 2025	120008	N 4th St	1st Ave N to 2nd Ave N	Reconstruction of Road	Urban Grant Program	\$2,700,000
TIP: 2025	223041	East Grand Forks	To Be Determined	Carbon Reduction Set Aside	Carbon Reduction	\$25,000
TIP: 2026	122001	Grand Forks	City Wide	Transit Operation	FTA 5307	\$3,859,135
TIP: 2026	122002	Grand Forks	City Wide	Transit Safety/Security	FTA 5307	\$21,240
TIP: 2026	123013	Grand Forks	City Wide	Mobility Manager	FTA 5310	\$89,095
TIP: 2026	123009	Grand Forks	City Wide	Replace 4 Dial-A-Ride Vans	FTA 5310	\$68,450
TIP: 2026	222001	East Grand Forks	City Wide	Transit Operation	FTA 5307	\$510,102
TIP: 2026	222002	East Grand Forks	City Wide	Dial-A-Ride Operation	State Funds	\$203,388
TIP: 2026	122007	I-29	47th Ave S	Right-of-Way Purchase for New Interchange	Interstate Maintenance	\$2,500,000
TIP: 2026	123021	Grand Forks District	Various	Install LED Lighting	State Rural Project-Non NHS	\$1,000,000
TIP: 2026	122009	S Washington St	at 28th Ave S	Intersection Improvements	State Safety Project-NHS	\$279,000
TIP: 2026	522008	Point Bridge	Grand Forks	Bridge Rehabilitation	Urban Project- Non NHS	\$1,150,000
TIP: 2026	hold	S Washington St	South Drainway to 46th Ave S	Construction of Multi-use Path	Transportation Alternatives	\$690,000
TIP: 2026	323001	32nd Ave S	Railroad Tracks to Co Rd 5	Asphalt Mill & Overlay for 3 miles	Non-NHS Urban Project	\$700,000
TIP: 2026	522008	Point Bridge	East Grand Forks	Bridge Rehabilitation	Surface Transportation Block Grant Program	\$1,800,000
TIP: 2026	223042	East Grand Forks	Carbon Reduction Set Aside	To Be Determined	Carbon Reduction	\$25,000
TIP: 2027	123001	Grand Forks	City Wide	Transit Operation	FTA 5307	\$3,941,534
TIP: 2027	123002	Grand Forks	City Wide	Transit Safety/Security	FTA 5307	\$21,452
TIP: 2027	123014	Grand Forks	City Wide	Mobility Manager	FTA 5310	\$91,767
TIP: 2027	223001	East Grand Forks	City Wide	Transit Operation	FTA 5307	\$520,304
TIP: 2027	223002	East Grand Forks	City Wide	Dial-A-Ride Operation	State Funds	\$207,455
TIP: 2027	222003	East Grand Forks	City Wide	Replacement Bus- Class 400	Surface Transportation Block Grant Program	\$320,000
TIP: 2027	123005	N Columbia Rd	US-2/Gateway Dr	Safety Intersection Improvements	Urban Safety Project-Non NHS	\$2,515,000
TIP: 2027	123012	S 48th St	DeMers Ave to 11th Ave S	Reconstruction of Roadway	Urban Roads Program	\$9,159,000
TIP: 2027	122005	US-2/Gateway Dr	Red River to I-29	CPR & Grinding	NHS- State Urban Project	\$4,447,000
TIP: 2027	223020	US-2/Gateway Dr	at River Rd	Replace Bridge	National Highway Performance Program	\$6,000,000
TIP: 2027	223043	East Grand Forks	To Be Determined	Carbon Reduction Set Aside	Carbon Reduction	\$25,000
TIP: 2027	hold	N Washington St	1st Ave N to 8th Ave N	Reconstruction	NHS-Urban Project	\$11,600,000
TIP: 2027	hold	N 4th St	2nd Ave N to University Ave	Reconstruction	Urban Grant Program	\$3,315,000

Figure 7-1: 2024-2027 TIP Project Locations



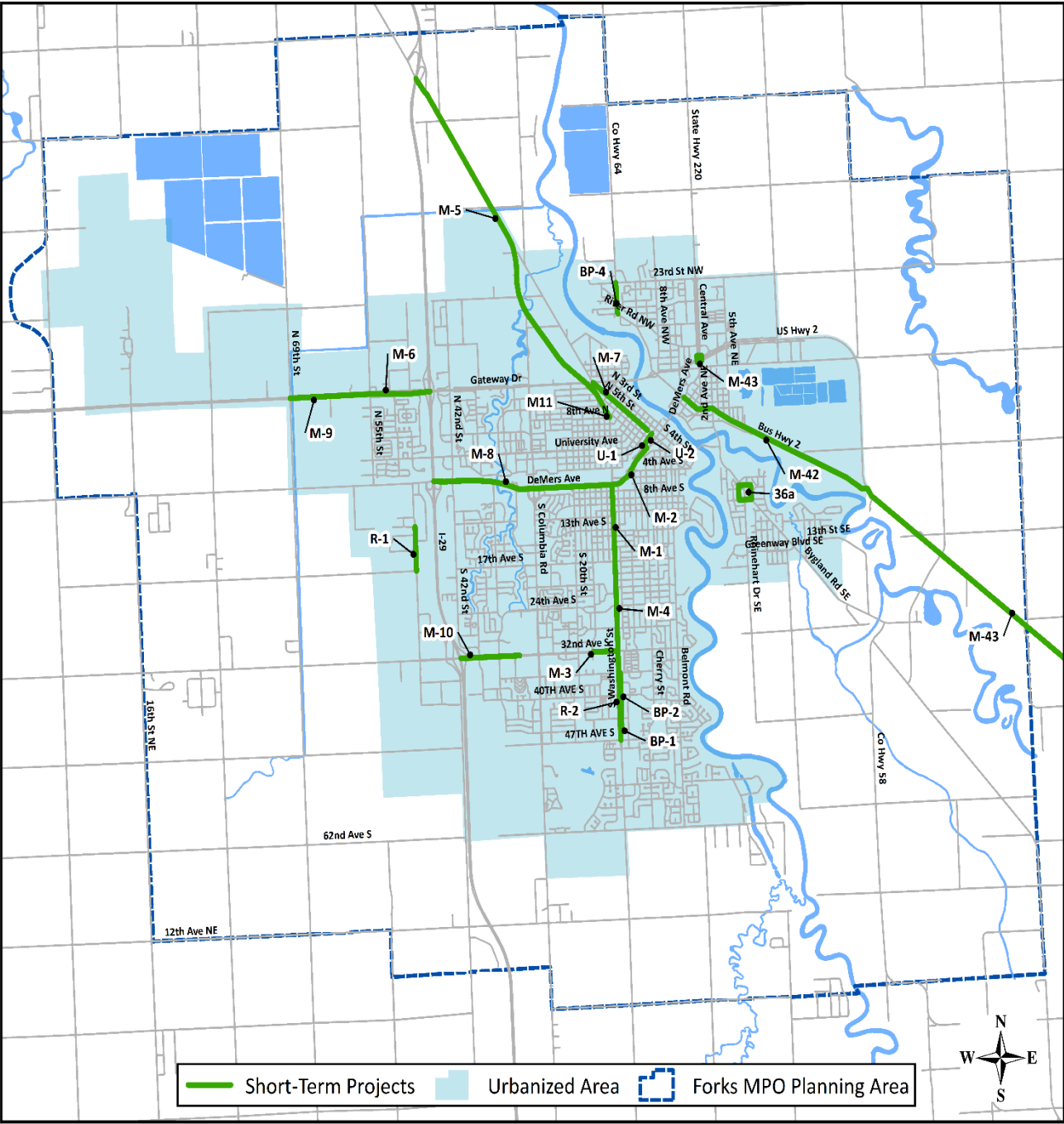
Short-Term Projects

Short-term projects are projects that will happen between the years 2028 and 2032. These are the years that will be in the TIP by the time the MTP will be updated again. **Table 7-7** summarizes the projects and **Figure 7-2** illustrates the locations, when possible, within the Forks MPO area.

Table 7-7: Short-Term (2028-2032) Projects

Time Band	ID	Location	Extent	Project Description	2023 Cost	YOE Cost	Funding Source
Short-Term	R-1	S 48th Street	11th Ave S to 17th Ave S	Reconstruction	\$9,600,000	\$12,630,000	Urban Roads
Short-Term	R-2	S Washington Street	32nd Ave S to 47th Ave S	CPR	\$7,475,000	\$9,840,000	Regional
Short-Term	U-1	1st Ave N	DeMers Ave to N 6th St	Reconstruction	\$6,000,000	\$7,900,000	Urban Grant Program
Short-Term	U-2	1st Ave N	N 6th St to N 5th St	Reconstruction	\$3,000,000	\$3,950,000	Urban Grant Program
Short-Term	BP-1	S Washington St	46th Ave S to 40th Ave S	Construct Multi-use Path	\$690,000	\$910,000	Transportation Alternatives
Short-Term	BP-2	S Washington St	40th Ave S to 36th Ave S	Construct Multi-use Path	\$690,000	\$910,000	Transportation Alternatives
Short-Term	BP-3	32nd Ave S	I-29 to East of S 31st St	Construct Multi-use Path	\$1,380,000	\$1,820,000	Transportation Alternatives
Short-Term				Replacement Bus			
Short-Term				Replacement Vans			
Short-Term	36a	Bygland Road	Intersection at Rhinehart Dr	Intersection Improvements	\$1,500,000	\$1,970,000	City Sub-Target
Short-Term	BP-4	River Road	23rd St NW to 19th St NW	Construct Multi-use Path	\$825,000	\$1,090,000	Transportation Alternatives
Short-Term				Replacement Bus			
Short-Term	M-1	S Washington St	Hammerling Ave to Demers Ave	PCC Reconstruction	\$15,950,000	\$20,990,000	Regional
Short-Term	M-2	DeMers Ave	4th Ave S to N 6th St	Chip Seal	\$46,400	\$60,000	Regional
Short-Term	M-3	32nd Ave S	East of S 17th St to S Washington St	CPR	\$76,272	\$100,000	Regional
Short-Term	M-4	S Washington St	32nd Ave S to Hammerling A	CPR	\$394,240	\$520,000	Regional
Short-Term	M-5	N Washington St	US 2 to I-29	Concrete Overlay	\$6,029,480	\$7,930,000	Regional
Short-Term	M-6	U.S. 2 / Gateway Dr	N 55th St to I-29	CPR	\$241,760	\$320,000	Regional
Short-Term	M-7	U.S. 2B (N 5th St)	Gateway Dr to 2nd Ave N	Mill & HBP 2"	\$335,400	\$440,000	Regional
Short-Term	M-8	DeMers Ave	I-29 to 4th Ave S	CPR	\$827,520	\$1,090,000	Regional
Short-Term	M-9	U.S. 2 / Gateway Dr	69th St N to 55th St	Mill & HBP 2"	\$520,000	\$680,000	Regional
Short-Term	M-10	32nd Ave S	I-29 to East of 31st St S	PCC Reconstruction	\$7,790,000	\$10,250,000	Regional
Short-Term	M-11	N Washington St	8th Ave N to US 2	CPR	\$152,000	\$200,000	Regional
Short-Term	M-42	U.S. 2B	DeMersAve to U.S. 2	Resurface and Sidewalk Improvements	\$5,200,000	\$6,840,000	District Managed Program
Short-Term	M-43	U.S. 2	East Grand Forks Limits to Fisher	Resurface East Bound Lanes	\$7,300,000	\$9,610,000	District Managed Program
Short-Term	M-44	U.S. 2	MN 220/Central Ave Intersection	Intersection Improvements	\$3,000,000	\$4,000,000	NHPP

Figure 7-2: Short-Term (2028-2032) Project Locations



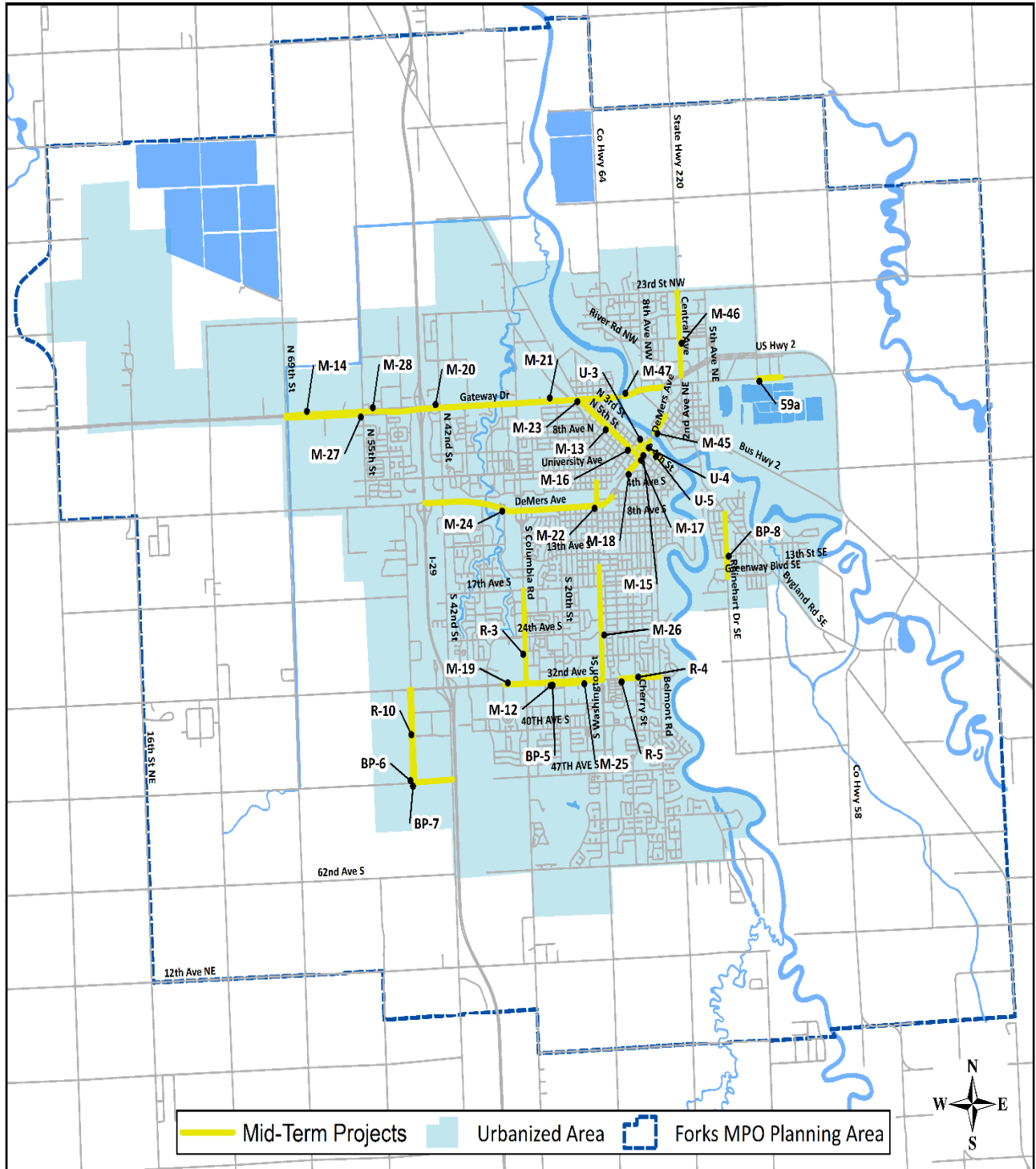
Mid-Term Projects

Mid-term projects are projects that will happen between the years 2033 and 2041. These are projects that have the possibility of replacing a short-term project for various reasons or can stay in the mid-term until the next MTP update. **Table 7-8** summarizes the projects and **Figure 7-3** illustrates the locations, when possible, within the Forks MPO area.

Table 7-8: Mid-Term (2033-2041) Projects

Time Band	ID	Location	Extent	Project Description	2023 Cost	YOE Cost	Funding Source
Mid-Term	R-3	S Columbia Road	17th Ave S to 32nd Ave S	CPR	\$5,512,000	\$9,550,000	Urban Roads
Mid-Term	R-4	32nd Ave S	Belmont Rd to Cherry St	Reconstruction	\$3,000,000	\$5,200,000	Urban Roads
Mid-Term	R-5	32nd Ave S	Cherry St to S 10th St	Reconstruction	\$2,500,000	\$4,330,000	Urban Roads
Mid-Term	R-10	S 48th St	32nd Ave S to 47th Ave S	Pave Gravel Road	\$8,500,000	\$14,720,000	Urban Roads
Mid-Term	U-3	1st Ave N	N 3rd St to N 4th St	Reconstruction	\$3,000,000	\$5,200,000	Urban Grant Program
Mid-Term	U-4	S 3rd St	DeMers Ave to Kittson Ave	Reconstruction	\$3,000,000	\$5,200,000	Urban Grant Program
Mid-Term	U-5	S 3rd St	Kittson Ave to Division Ave	Reconstruction	\$3,000,000	\$5,200,000	Urban Grant Program
Mid-Term	BP-5	32nd Ave S	West of S 23rd St to East of S 17th St	Construct Multi-use Path	\$1,380,000	\$2,390,000	Transportation Alternatives
Mid-Term	BP-6	S 48th St	47th Ave S to 32nd Ave S	Construct Multi-use Path	\$690,000	\$1,200,000	Transportation Alternatives
Mid-Term	BP-7	47th Ave S	S 48th St to I-29	Construct Multi-use Path	\$345,000	\$600,000	Transportation Alternatives
Mid-Term				Replacement Bus			
Mid-Term				Replacement Vans			
Mid-Term	59a	10th St NE	11th Ave NE to 15th Ave NE	Reconstruct	\$2,154,000	\$3,730,000	City Sub-Target
Mid-Term	BP-8	Rhinehart Dr	Bygland Rd to Greenway Blvd	Sidepath or Buffered Bike Lane with Sidewalk	\$1,985,000	\$3,440,000	Transportation Alternatives
Mid-Term				Replacement Bus-EGF			
Mid-Term	M-12	32nd Ave S	West of 23rd St S to East of 17th St S	PCC Reconstruction	\$5,634,000	\$9,760,000	Regional
Mid-Term	M-13	U.S. 2B (5th St N)	Gateway Dr to 2nd Ave N	Chip Seal	\$74,820	\$130,000	Regional
Mid-Term	M-14	U.S. 2 / Gateway Dr	N 69th St to N 55th St	Chip Seal	\$116,000	\$200,000	Regional
Mid-Term	M-15	DeMers Ave	4th Ave S to N 6th St	PCC Reconstruction	\$3,200,000	\$5,540,000	Regional
Mid-Term	M-16	U.S. 2B (5th St N)	2nd Ave N to DeMers Ave	CPR	\$48,000	\$80,000	Regional
Mid-Term	M-17	U.S. 2B (Demers Ave)	5th St to Red River	CPR	\$120,000	\$210,000	Regional
Mid-Term	M-18	DeMers Ave	N 6th St to US 2B (N 5th St)	CPR	\$48,000	\$80,000	Regional
Mid-Term	M-19	32nd Ave S	East of S 31st to West of S 23rd St	CPR	\$167,136	\$290,000	Regional
Mid-Term	M-20	U.S. 2 / Gateway Dr	I-29 to Columbia Rd	CPR, Mill & HBP	\$1,050,000	\$1,820,000	Regional
Mid-Term	M-21	U.S. 2 / Gateway Dr	Columbia Rd to Red River	CPR, Mill & HBP	\$1,338,500	\$2,320,000	Regional
Mid-Term	M-22	N Washington St	Demers Ave to 1st Ave N	CPR	\$92,000	\$160,000	Regional
Mid-Term	M-23	U.S. 2B (N 5th St)	Gateway Dr to 2nd Ave N	PCC Reconstruction	\$8,600,000	\$14,890,000	Regional
Mid-Term	M-24	DeMers Ave	I-29 to 4th Ave S	CPR	\$827,520	\$1,430,000	Regional
Mid-Term	M-25	32nd Ave S	East of S 17th St to S Washington St	CPR	\$76,272	\$130,000	Regional
Mid-Term	M-26	S Washington St	32nd Ave S to Hammerling Ave	CPR	\$394,240	\$680,000	Regional
Mid-Term	M-27	U.S. 2 / Gateway Dr	69th St N to 55th St	New Construction / Pavement / Curb & Gutter	\$11,000,000	\$19,050,000	Regional
Mid-Term	M-28	U.S. 2 / Gateway Dr	N 55th St to I-29	CPR	\$241,760	\$420,000	Regional
Mid-Term	M-45	U.S. 2B	Sorlie Bridge to 4th St. NW	Resurface roadway	\$1,500,000	\$2,500,000	NHPP
Mid-Term	M-46	MN 220	U.S. 2 to 23rd Street	Resurface roadway	\$3,000,000	\$5,000,000	District Managed Program
Mid-Term	M-47	U.S. 2	Kennedy Bridge to 5th Ave NW	Resurface roadway	\$2,500,000	\$3,500,000	NHPP

Figure 7-3: Mid-Term (2033-2041) Project Locations



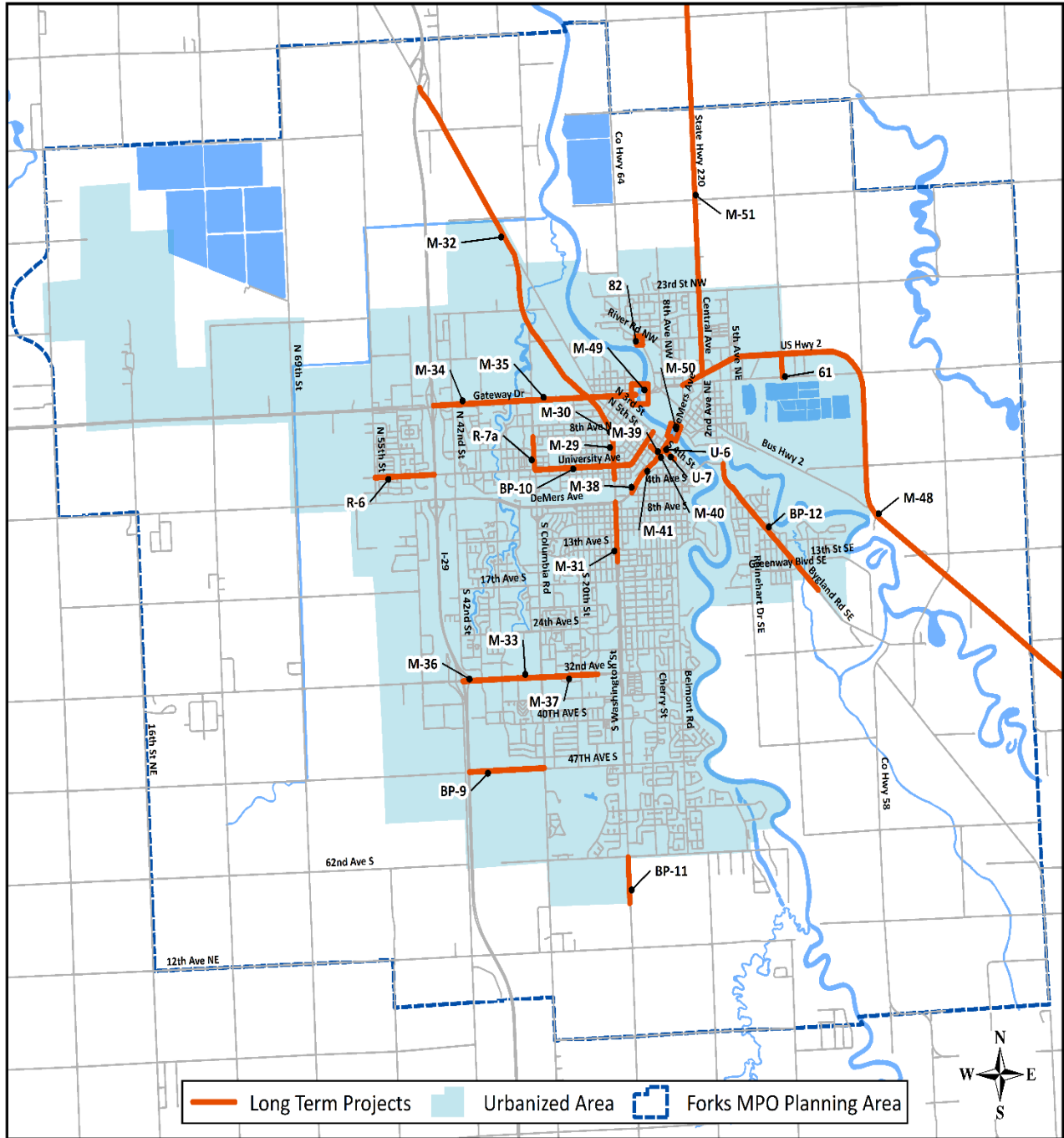
Long-Term Projects

Long-term projects are projects that will happen between the years 2042 and 2050. These projects generally stay in the long term except for an extremely pressing need. **Table 7-9** summarizes the projects and **Figure 7-4** illustrates the locations, when possible, within the Forks MPO area.

Table 7-9: Long-Term (2042-2050) Projects

Time Band	ID	Location	Extent	Project Description	2023 Cost	YOE Cost	Funding Source
Mid-Term	R-6	University Avenue	I-29 to N 55th St	Reconstruction	\$3,180,000	\$5,510,000	Urban Roads
Mid-Term	R-7a	N Columbia Road	University Ave to 8th Ave N	Reconstruction	\$7,302,000	\$18,210,000	Urban Roads
Long-Term	U-6	S 4th St	DeMers Ave to Kittson Ave	Reconstruction	\$3,000,000	\$7,400,000	Urban Grant Program
Long-Term	U-7	S 4th St	Kittson Ave to Division Ave	Reconstruction	\$3,000,000	\$7,400,000	Urban Grant Program
Long-Term	BP-9	47th Ave S	Columbia Rd to I-29	Construct Multi-use Path	\$690,000	\$1,700,000	Transportation Alternatives
Long-Term	BP-10	University Ave	Columbia Rd to N 3rd St	Construct Multi-use Path	\$5,730,000	\$14,120,000	Transportation Alternatives
Long-Term	BP-11	S Washington St	62 Ave S to 69th Ave S	Construct Multi-use Path	\$690,000	\$1,700,000	Transportation Alternatives
Long-Term				Replacement Bus			
Long-Term				Replacement Van			
Long-Term	61	11th Ave NE	US 2 to 10th St NE	Reconstruct	\$1,850,000	\$4,560,000	City Sub-Target
Long-Term	82	River Road	12th Ave NW / 17th St NW	Intersection Improvements	\$1,500,000	\$3,700,000	City Sub-Target
Long-Term	BP-12	Bygland Rd	1st St SE to Central Middle School	Sidepath or Separated Bike Lane with Sidewalk	\$6,690,000	\$16,490,000	Transportation Alternatives
Long-Term				Replacement Bus			
Long-Term	M-29	N Washington St	1st Ave N to 8th Ave N	CPR	\$188,000	\$460,000	Regional
Long-Term	M-30	N Washington St	8th Ave N to US 2	CPR	\$152,000	\$370,000	Regional
Long-Term	M-31	S Washington St	Hammerling Ave to Demers Ave	CPR	\$255,200	\$630,000	Regional
Long-Term	M-32	N Washington St	US 2 to I-29	CPR	\$772,464	\$1,900,000	Regional
Long-Term	M-33	32nd Ave S	East of S 31st St to West of S 23rd St	CPR	\$167,136	\$410,000	Regional
Long-Term	M-34	U.S. 2 / Gateway Dr	I-29 to Columbia Rd	PCC Reconstruction	\$12,500,000	\$30,810,000	Regional
Long-Term	M-35	U.S. 2 / Gateway Dr	Columbia Rd to Red River	PCC Reconstruction	\$12,900,000	\$31,790,000	Regional
Long-Term	M-36	32nd Ave S	I-29 to East of S 31st St	CPR	\$249,280	\$610,000	Regional
Long-Term	M-37	32nd Ave S	West of S 23rd St to East of S 17th St	CPR	\$180,288	\$440,000	Regional
Long-Term	M-38	DeMers Ave	4th Ave S to N 6th St	CPR	\$128,000	\$320,000	Regional
Long-Term	M-39	U.S. 2B (N 5th St)	2nd Ave N to DeMers Ave	CPR	\$48,000	\$120,000	Regional
Long-Term	M-40	U.S. 2B (Demers Ave)	5th St to Red River	CPR	\$120,000	\$300,000	Regional
Long-Term	M-41	DeMers Ave	N 6th St to US 2B (North 5th St)	CPR	\$48,000	\$120,000	Regional
Long-Term	M-48	U.S. 2	5th Ave NW to Fisher	Resurface West Bound Lanes	\$10,000,000	\$10,000,000	NHPP
Long-Term	M-49	U.S. 2	Kennedy Bridge	Repaint bridge	\$2,750,000	\$3,000,000	NHPP
Long-Term	M-50	U.S. 2	Sorlie Bridge	Repaint bridge	\$2,750,000	\$3,000,000	NHPP
Long-Term	M-51	MN 220	Climax to U.S. 2	Resurface roadway	\$20,000,000	\$49,290,000	District Managed Program

Figure 7-4: Long-Term (2042-2050) Project Locations



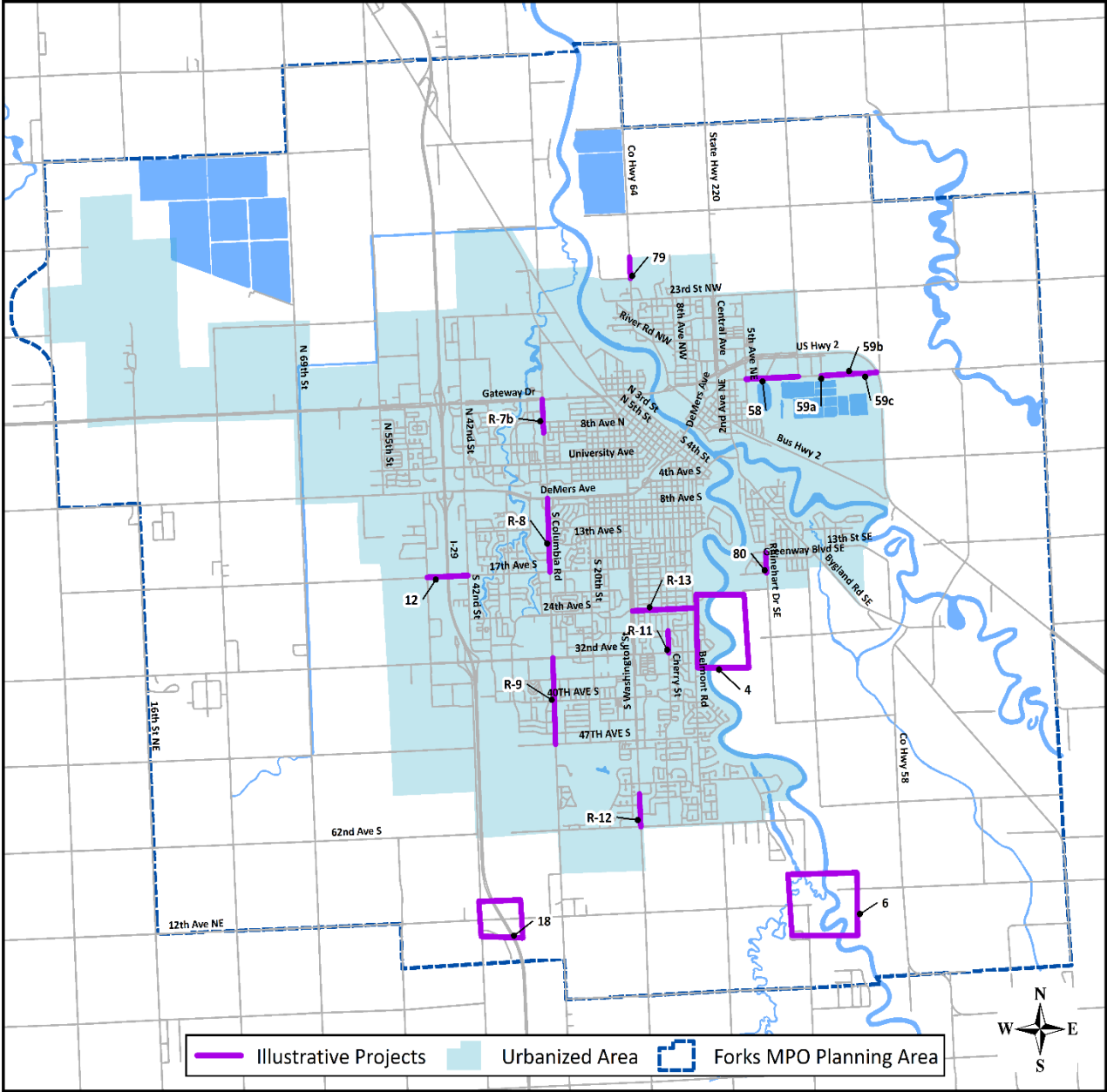
Illustrative Projects

Illustrative projects are projects that were looked at but could not be accomplished with the known funding sources that have been estimated. These projects generally stay on the illustrative list until a funding source is found. **Table 7-10** summarizes the projects and **Figure 7-5** illustrates the locations within the Forks MPO area.

Table 7-10: Illustrative Projects

Time Band	ID	Location	Extent	Project Description	2023 Cost
Illustrative	R-7b	N Columbia Road	U.S. 2 to 8th Ave N	Reconstruction	\$7,386,364
Illustrative	R-8	S Columbia Road	DeMers Ave to 17th Ave S	CPR	\$4,576,000
Illustrative	R-9	S Columbia Road	32nd Ave S to 47th Ave S	CPR	\$5,304,000
Illustrative	R-11	Cherry Street	28th Ave S to 32nd Ave S	Reconstruction	\$2,500,000
Illustrative	R-12	S Washington St	57th Ave S to 62nd Ave S	Reconstruction	\$7,500,000
Illustrative	R-13	24th Ave S	Belmont Rd to S Washington St	Reconstruction	\$7,424,242
Illustrative	58	10th St NE	5th Ave NE to 11th Ave NE	Paving	\$2,154,000
Illustrative	59a	10th St NE	15th Ave NE to 0.25 miles East	Paving	\$1,840,000
Illustrative	59b	10th St NE	0.25 mi East of 15th Ave NE to 0.50 mi East of 15th Ave NE	Paving	\$1,840,000
Illustrative	59c	10th St NE	0.5 mi East of 15th Ave NE to US-2	Paving	\$1,840,000
Illustrative	79	River Rd NW	147th St SW to 30th Ave NW	Reconstruction	\$2,800,000
Illustrative	80	Rhinehart Dr SE	17th St SE to 13th St SE	Reconstruction	\$2,933,000
Illustrative	4	South End Intercity Bridge	To Be Determined	Bridge Crossing	\$37,000,000
Illustrative	6	Merrifield Bridge	To Be Determined	Bridge Crossing	\$37,500,000
Illustrative	12	17th Ave S	S 42nd St to S 48th St	Construct Overpass	\$8,100,000
Illustrative	18	12th Ave NE/Co Rd 5	At I-29	New Interchange	\$16,500,000

Figure 7-5: Illustrative Project Location



8. Federal Compliance

The planning approach for this document supports the 23 CFR §450.322 Metropolitan transportation planning process for developing a Metropolitan Transportation Plan. According to those requirements, this update to the Street and Highway Plan provides Grand Forks-East Grand Forks with:

- Support for transportation and traffic management systems.
- Capital investment measures to preserve the transportation system and enhance regional mobility.
- Proposed transportation strategies and improvements in sufficient detail for cost estimates.
- Identification of projects that require further study.
- Consideration and reflection of local comprehensive plans and other national, state and local plans, goals and objectives.
- Identification of transportation enhancement activities.
- A financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue.
- Consultation with state and local agencies responsible for other planning activities.
- Safety element that discusses priorities, goals, and countermeasures.

Table 8-1 shows a matrix that describes how the five goal areas of this plan correspond with the Metropolitan Planning Factors listed below:

1. Support the economic vitality of the metropolitan area.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the 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 the integration and connectivity of the transportation system across modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Table 8-1: Goals & Objectives Alignment with Federal Metropolitan Planning Factors

Goal	Objective	Economic Vitality	Safety	Security	Accessibility & Mobility	Environmental & Energy Conservation/ Quality of Life/ Economic Development	Integration & Connectivity	Efficient Operation & Management	System Preservation	Resiliency & Reliability	Tourism & Travel
Efficient and Reliable	Limit recurring peak hour congestion				✓			✓			
	Improve travel reliability on non-Interstate NHS							✓			
	Maintain high levels of freight reliability on the Interstate and non-Interstate NHS	✓			✓			✓			
	Identify event management strategies to improve traffic operations during major events							✓			✓
	Increase regional mode share for walking, biking, and transit							✓			
	Leverage emerging transportation technologies to improve the multimodal system's operations			✓	✓			✓			
	Work to manage traffic incidents and weather event safely and efficiently			✓				✓			

Table 8-1: Continued

Goal	Objective	Economic Vitality	Safety	Security	Accessibility & Mobility	Environmental & Energy Conservation/ Quality of Life/ Economic Development	Integration & Connectivity	Efficient Operation & Management	System Preservation	Resiliency & Reliability	Tourism & Travel
Safe	Reduce the number and rate of vehicular crashes		✓								
	Reduce the number and rate of fatal and incapacitating crashes and support statewide Vision Zero initiatives		✓								
	Reduce the number and rate of pedestrian and bicycle crashes		✓								
	Use the Safe Systems approach to facility design		✓								

Table 8-1: Continued

Goal	Objective	Economic Vitality	Safety	Security	Accessibility & Mobility	Environmental & Energy Conservation/ Quality of Life/ Economic Development	Integration & Connectivity	Efficient Operation & Management	System Preservation	Resiliency & Reliability	Tourism & Travel
Connected and Accessible	Increase system connectivity to housing and employment opportunities	✓			✓		✓				
	Incorporate bicycle, pedestrian, and transit-friendly infrastructure in new developments				✓		✓				
	Increase bicycle, pedestrian, and transit access for disadvantaged populations				✓						
	Improve multimodal network connectivity to enhance viability of biking and walking modes				✓	✓					
	Reduce barrier to freight access and mobility				✓		✓				
	Identify strategies to improve system connectivity during train crossing events				✓			✓			

Table 8-1: Continued

Goal	Objective	Economic Vitality	Safety	Security	Accessibility & Mobility	Environmental & Energy Conservation/ Quality of Life/ Economic Development	Integration & Connectivity	Efficient Operation & Management	System Preservation	Resiliency & Reliability	Tourism & Travel
Preserved and Maintained	Preserve the condition of Interstate and non-Interstate NHS routes rated as being in Good condition								✓		
	Minimize the mileage of Interstate and non-Interstate NHS routes rated as being in Poor condition								✓		
	Preserve the condition of NHS bridges rated as being Good condition								✓		
	Minimize the number of NHS bridges rated as being in Poor conditions								✓		
	Identify financial and human resources to support the maintenance of critical transportation facilities								✓		
	Maintain and manage the condition of transit assets, including vehicles, equipment, and facilities								✓		

Table 8-1: Continued

Goal	Objective	Economic Vitality	Safety	Security	Accessibility & Mobility	Environmental & Energy Conservation/ Quality of Life/ Economic Development	Integration & Connectivity	Efficient Operation & Management	System Preservation	Resiliency & Reliability	Tourism & Travel
Sustainable and Resilient	Implement transportation improvements that limit negative impacts on the natural and built environment			✓		✓					
	Distribute the benefits and impacts of transportation equitably					✓					
	Implement transportation improvements that enhance system resiliency		✓	✓						✓	
	Limit negative transportation impacts on neighborhoods					✓					
	Ensure that new construction and reconstruction of transportation infrastructure is designed to prioritize longevity, minimize carbon emissions, and use renewable resources					✓				✓	