



Grand Forks - East Grand Forks

METROPOLITAN
PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FY 2023-2026

PREPARED BY: Grand Forks – East Grand Forks

MPO ADOPTON: September 21, 2022

PO Box 5200, Grand Forks, ND 58206

visit our webpage at: www.theforksmppo.org

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DISCLAIMER

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

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

Transportation Planning Process Certification Statement

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

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

Grand Forks-East Grand Forks
Metropolitan Planning Organization


Signature

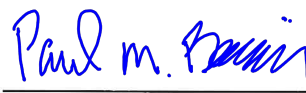
Chairman

Title

August 17, 2022

Date

North Dakota Department of
Transportation


Signature

Local Government Director

Title

August 18, 2022

Date

**A RESOLUTION APPROVING FY 2023 - FY 2026 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE GRAND FORKS-EAST GRAND FORKS
METROPOLITAN AREA**

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

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

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

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

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

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

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

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

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

WHEREAS, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP on September 21, 2022.

NOW, THEREFORE, BE IT RESOLVED, that the Grand Forks-East Grand Forks Metropolitan Planning Organization adopts the Grand Forks-East Grand Forks Metropolitan Area Transportation Improvement Program for the FY 2023 to FY 2026 program period as being consistent with the Metropolitan Transportation Plan and the area's plans and program included therein.

Date

Warren Strandell, Chair

Date

Stephanie Halford, Executive Director

A RESOLUTION CONFIRMING THE METROPOLITAN TRANSPORTATION PLAN

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

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

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

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

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

Date

Warren Strandell
Chair

Stephanie Halford,
Executive Director

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GLOSSARY

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

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

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

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior the end of 2022 Federal Fiscal Year (September 30, 2022). The annual listing will represent 2022 projects as part of the 2023-2026 TIP.

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

Collector: A road or street that provides for traffic movement between local service roads and arterial roadways. Collectors can be broken down into two categories: Major Collectors and Minor Collectors. There is a subtle difference between the two categories. Major Collectors are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. While North Dakota does not use the two categories, Minnesota does.

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

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

Federal Functional Classification: Sometimes referred to as "classification", the federal functional classification system defines the current functioning role a road or street has in Metropolitan Planning Area network. Generally, the two basic functions of a roadway are: (1) to

allow for access to property and (2) to allow travel mobility. The “classifications” of roadways include Arterial, Collector, and Local which determine the balance of the two roadway functions which range from high mobility/low access (Arterials) to high access/low mobility (Locals), with Collector roadways falling somewhere in between.

Federal Revenue Source: In the project tables, this column identifies the source of federal revenues proposed for funding the project. The categories are abbreviated to indicate the specific federal program planned for the scheduled improvement. The abbreviations to these categories are shown in the list on page 18.

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

IIJA/BIL: The Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, was signed in November 2021. It is a once in a generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future. In addition, it funds highway programs for five years, adds more than a dozen new highway programs, and gives more opportunities for local governments and other non-traditional entities to access new funding.

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

Interstate: A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ACRONYMS

3-C	Comprehensive, Cooperative and Continuing	MPA	Metropolitan Planning Area
AC	Advance Construction	MPO	Metropolitan Planning Organization
ADA	Americans with Disabilities Act	MSAS	Municipal State-Aid Street
ADT	Average Daily Traffic	MTP	Metropolitan Transportation Plan
ALOP	Annual Listing of Obligated Projects	NAAQS	National Ambient Air Quality Standard
ATIP	Area Transportation Improvement Program (Minnesota)	NBI	National Bridge Inventory
ATP	Area Transportation Partnership (Minnesota)	NDDOT	North Dakota Department of Transportation
BARC	Bridge and Road Construction	NEPA	National Environmental Policy Act
BF	Bond Fund	NHPP	National Highway Performance Program
BRRP	Bridge Replacement or Rehabilitation Program	NHS	National Highway System
CAA	Clean Air Act	NPMRDS	National Performance Management Research Data Set
CAAA	Clean Air Act Amendment	O&M	Operations and Maintenance
CFR	Code of Federal Regulations	PCI	Pavement Condition Index
CMAQ	Congestion Mitigation and Air Quality	PL	Public Law
CNG	Compressed Natural Gas	PM	Performance Management
CR	County Road	PM1	FHWA Performance Measure Rule 1 - Safety
CSAH	County State Aid Highway (Minnesota)	PM2	FHWA Performance Measure Rule 2 - Pavement and Bridge Condition
D#	Minnesota Department of Transportation District #2	PM3	FHWA Performance Measure Rule 3 - System Performance, Freight, and CMAQ
DAR	Dial-a-Ride	PPP	Public Participation Plan
DOT	Department of Transportation	PTASP	FTA Public Transportation Agency Safety Plan
DTA	Dynamic Traffic Assignment	RR	Railroad
EJ	Environmental Justice	RRS	Highway Rail Grade Crossing and Rail Safety
EPA	Environmental Protection Agency	RS	Regionally Significant
ERG	Environmental Review Group	RTAP	Rural Transit Assistance Program
FAA	Federal Aviation Association	SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
FAST Act	Fixing America's Surface Transportation Act (2015)	SF	State Fund
FHWA	Federal Highway Administration	SGR	State of Good Repair
FRA	Federal Railroad Administration	SHSP	State Strategic Highway Safety Plan
FTA	Federal Transit Administration	SIP	State Implementation Plan
FY	Fiscal Year	SMS	Safety Management Systems
HB	Highway Bridge	SRTS	Safe Routes to School
ITS	Intelligent Transportation System	STBGP	Surface Transportation Block Grant Program
LF	Locally Funded		
LOS	Level of Service		
LOTTR	Level of Travel Time Reliability		
MAP-21	Moving Ahead for Progress in the 21st Century		
MnDOT	Minnesota Department of Transportation		

STIP	State Transportation Improvement Program	TSM	Transportation System Management
STP	Surface Transportation Program	TTI	Travel Time Index
TA	Transportation Alternatives (formally Transportation Alternative Program)	TTTR	Truck Travel Time Reliability
TAC	Technical Advisory Committee	UGP	Urban Grant Program (North Dakota)
TAM	Transit Asset Management	UPWP	Unified Planning Work Program
TAMP	Transportation Asset Management Plan	URP	Urban Roads Program (North Dakota)
TDM	Travel Demand Model	US	United States Designated Trunk Highway
TDP	Transit Development Plan	USC	United States Code
TERM	Transit Economic Requirements Model	USDOT	United States Department of Transportation
TH	Trunk Highway	UZA	Urbanized Area
TIP	Transportation Improvement Program	V/C	Volume to capacity Ratio
TMA	Transportation Management Area	VMT	Vehicle Miles Traveled
		YOE	Year of Expenditure

FUNDING SOURCES

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

LOCAL JURISDICTION CONTACTS

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

NDDOT GF Dist.

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

Grand Forks Transit

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

Grand Forks County

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

City of Grand Forks

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

MnDOT Dist #2

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

Polk County

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

East Grand Forks

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

East Grand Forks Transit

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

1 | INTRODUCTION

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

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

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

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

ABOUT FORKS MPO

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

The core of a MPO is the urbanized area, which is initially identified and defined by the U.S. Census Bureau as part of the Decennial Census. This boundary is adjusted by local officials and approved by the FHWA. The result of which is the official Adjusted Urban Area Boundary (known as the UZA).

In addition to the UZA, the MPO boundary includes any contiguous areas, which may become urbanized within the next twenty years. Collectively, this area is known as the Metropolitan Planning Area (MPA). The Forks MPO's MPA was most recently expanded in 2013 and approved by NDDOT. The MPA is currently comprised of approximately 26 square miles, across 2 states, 2 counties, and 2 cities. The MPA is effectively the Forks MPO's "study area" or area of influence respective to the metropolitan transportation planning program. These areas are significant not

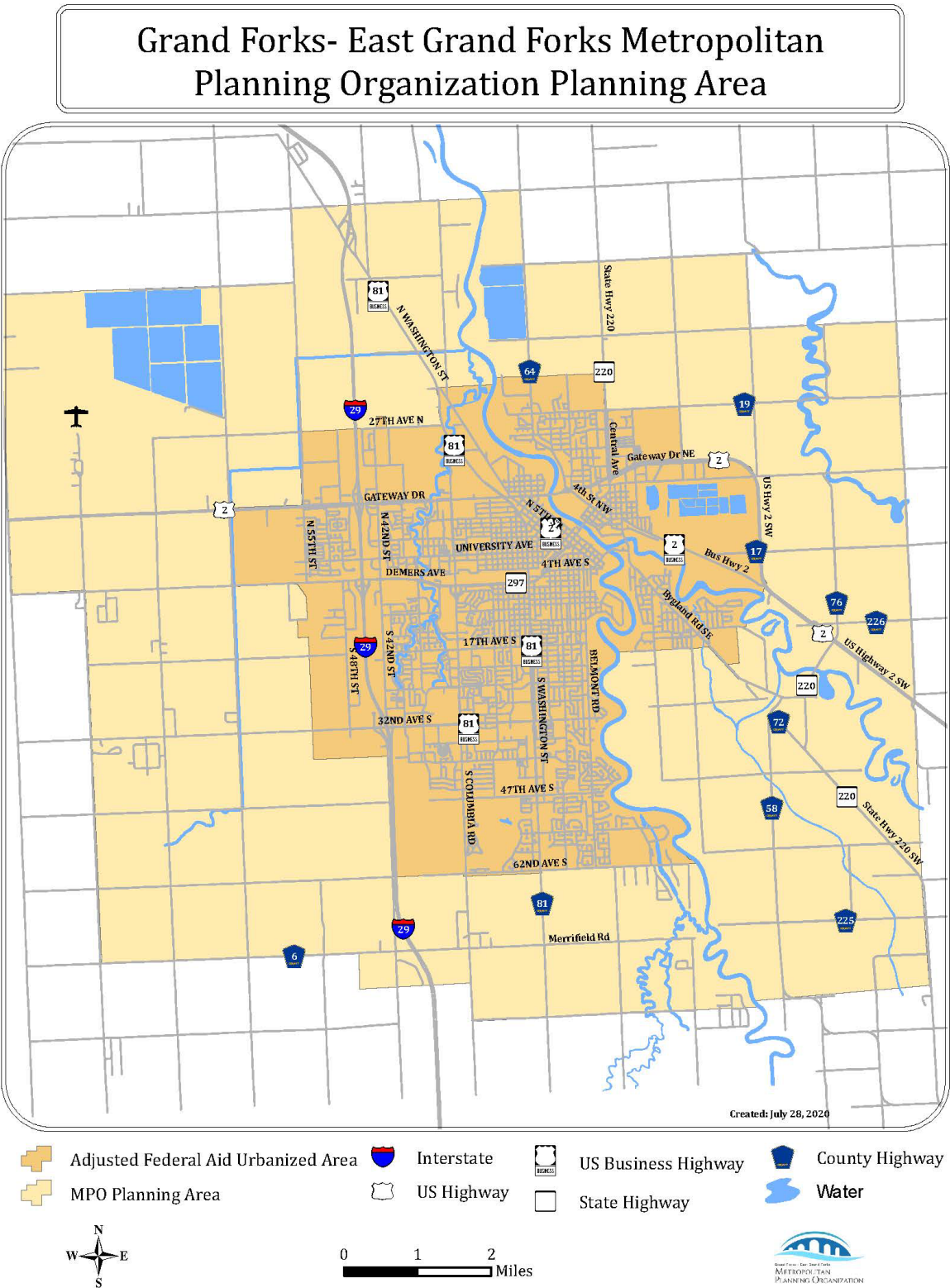
only as potential future population centers, but also due to their proximity to existing and future transportation assets of regional significance.

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

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

The UZA boundary is used to determine the type of transportation funding programs potential projects may be eligible to receive. In Forks MPO's case, the overseeing DOT is North Dakota Department of Transportation (NDDOT). Forks MPO provides regional coordination and approves the use of federal transportation funds within the MPA, responsibility for the implementation of specific transportation projects lies with NDDOT, MnDOT, and the local units of government as transportation providers.

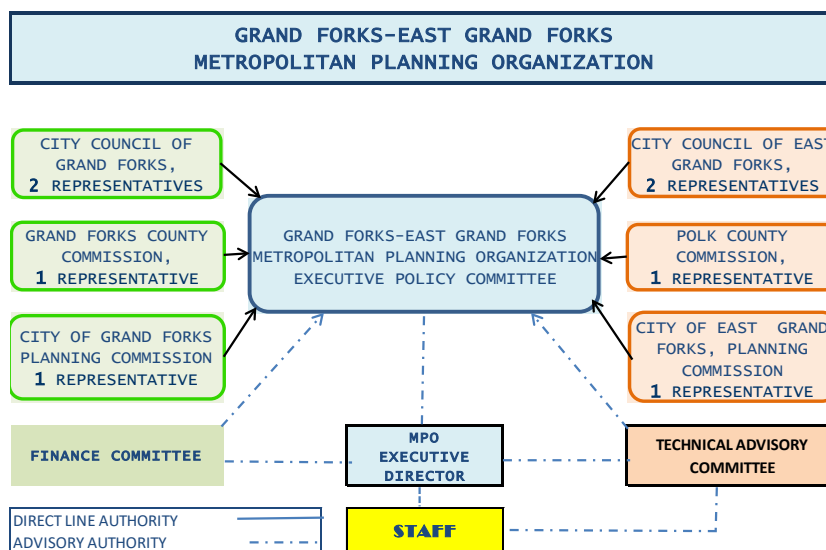
FIGURE 1-1: FORKS MPO PLANNING BOUNDARIES



GOVERNANCE AND ORGANIZATIONAL STRUCTURE

Figure 1-2 provides an overview of Forks MPO's organizational structure. Each voting member is appointed by the respective body they represent. The member is expected to represent their respective body's interest; however, their responsibility being on the Executive Policy Committee (MPO Board) is to base their decisions on what they believe is in the best interest of the metropolitan area. The MPO Board meets monthly to be updated on the progress of the MPO performance-based planning and programming work activities. However, not all local decision makers are engaged in this on a regular basis. MPO Board meeting minutes are detailed and routinely available and maintained on the MPO website. The Technical Advisory Committee (TAC) and staff provide recommendations to the MPO Board.

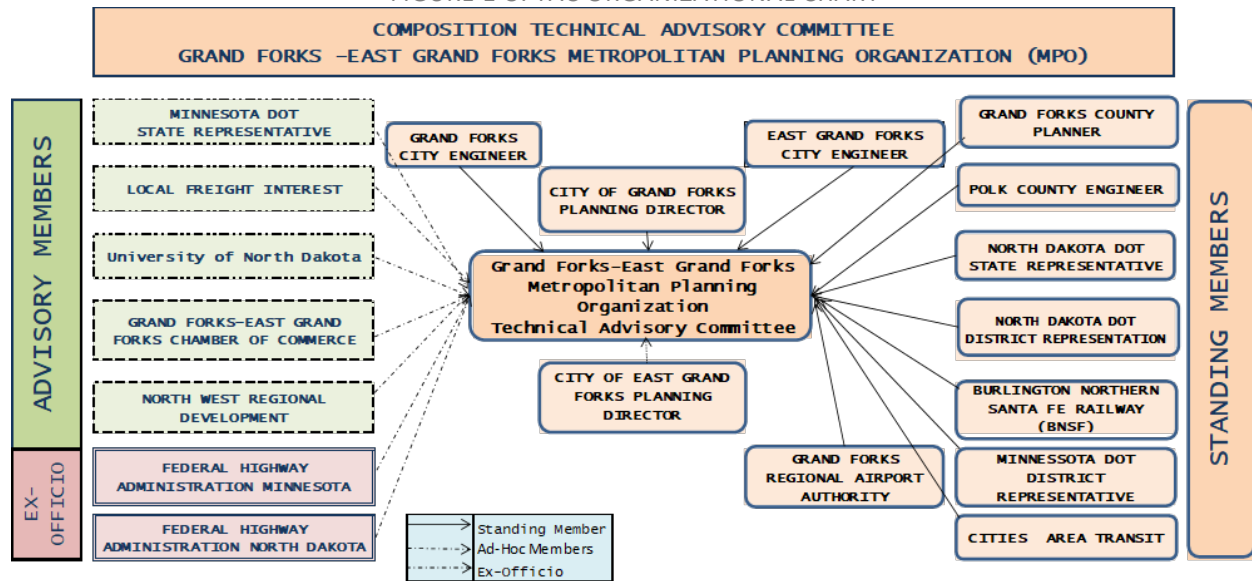
FIGURE 1-2: FORKS MPO ORGANIZATIONAL CHART



Forks MPO understands that diverse representation on the MPO Board and its committees helps result in sound policy reflective of the needs of the entire population. The MPO Board is comprised of elected officials from the communities within the MPA. These officials are chosen by the corresponding jurisdiction (see Figure 1-2). The Chairperson and Secretary-Treasurer alternate between North Dakota and Minnesota. The Secretary-Treasurer is elected from the membership for a two-year term. After the term has been served, they automatically become the Chairperson for a two-year term.

In addition to the MPO Board, Forks MPO has one permanent advisory committee, the Technical Advisory Committee (TAC). Figure 1-3 provides an overview of the TAC structure. Like the MPO Board, members from this committee are chosen by local jurisdictions, with the intent that they represent a broad range of technical knowledge and experience. The committee includes both staff from local jurisdictions, as well as representatives from NDDOT, MnDOT and persons with expertise on particular relevant subject matter (e.g. freight, economic development, and bicycle and pedestrian issues). Forks MPO makes every effort to encourage a diverse collection of individuals on the TAC, but the members are ultimately chosen by each participating jurisdiction.

FIGURE 1-3: TAC ORGANIZATIONAL CHART



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

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

MPO'S ROLE IN PLANNING PROCESS

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

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

PLANNING FACTORS

The federal transportation bill, Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), identifies ten planning factors that must be considered in the transportation planning process. The requirements of this law are illustrated in 23 CFR 450.306(b). The process used to select projects to be programmed through the TIP is based on these factors:

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

TRANSPORTATION IMPROVEMENT PROGRAM

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

The MPO's TIP includes projects from the North Dakota Department of Transportation (NDDOT) Grand Forks District, Minnesota Department of Transportation (MnDOT) District 2 in the MPO's planning area, Grand Forks Transit Operator, East Grand Forks Transit Operator, and local

projects from member jurisdictions. Local projects that are fully funded by a city or county are not included in the MPO TIP.

Projects programmed in the TIP must comply with regulations issued by FHWA and FTA. Projects can be revised or amended at any time during the program year by action of the MPO Board. Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

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

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

REGIONALLY SIGNIFICANT PROJECTS

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

Federal regulations go on to state:

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

Federal regulations have left the determination of “regionally significant” transportation projects up to individual MPOs. As such, the Forks MPO has chosen to define regionally significant projects as:

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

ILLUSTRATIVE PROJECTS

Illustrative Projects are those projects that were not included in the fiscally constrained project list due to limited funds. These projects are first to be considered if funds become available and may have a total estimated cost associated with them. Illustrative projects must also conform to the goals and priorities outlined in the MTP.

THE TIP AND ITS CONNECTION TO THE TRANSPORTATION PLANNING PROCESS

Projects reflected in the TIP originate from the Forks MPO's MTP. The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next 20-years.

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

Those goals include:

TABLE 1-1: MTP GOALS & GOAL STATEMENTS

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

MPO Goal Number	MPO Goal (Federal Transportation Planning Factors)	MPO Goal Statement
9	Resiliency	Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10	Tourism	Enhance travel and tourism.

CONSISTENCY WITH OTHER PLANS

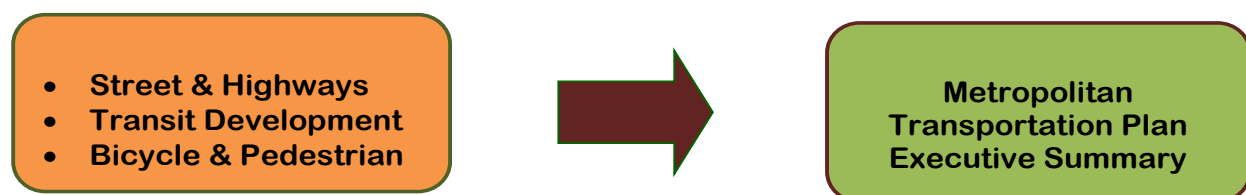
METROPOLITAN TRANSPORTATION PLAN

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

Projects in the TIP must first be identified in the MTP. The MTP provides a 20 to 25-year overview of transportation need. The TIP looks at the near future and programs federal transportation funds for projects to meet those needs.

The MTP Executive Summary presents the modal elements of the region's multimodal transportation system, as illustrated in Figure 1-4. This accounts for changes in the metropolitan area since the last plan that was adopted in 2013. Actions and strategies outlined here are the Forks MPO's three modal plan elements are summarized into an Executive Summary. Those three modal elements are the Street/Highway Plan (adopted December 2018), Transit Development Plan (adopted July 2017) and the Bicycle and Pedestrian Plan (adopted January 2019). The three documents work together to guide planning and funding for multimodal transportation in the Grand Forks/East Grand Forks metropolitan area.

FIGURE 1-4:FORKS MPO TRANSPORTATION PLANS



PUBLIC PARTICIPATION PLAN

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

https://www.theforksmpo.org/public_participation/public_participation_plan_ppp

PROGRAMMING THE TIP

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

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

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

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

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

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

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

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

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

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

Prioritization considerations include the following:

- Project Screening
- Project Prioritization
- Project Selection
- Projects by Year
- Project Selection Criteria for Year Placement

PROJECT SCREENING

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

- Is the proposed project consistent with the MTP (current MTP or the draft MTP under development) in terms of scope, termini, and timing?
- Does the proposed project include a reasonable cost estimate and a funding plan?
- Is the proposed project eligible for the requested Federal aid program?
- If the proposed project is in the first four years of the TIP (Federal TIP) can the project meet NEPA, design, right-of-way and/or construction letting milestones within the TIP time frame?
- Will the completed project comply with ADA requirements?
- Will the project comply with Title VI and environmental justice requirements?

PROJECT PRIORITIZATION

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

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

projects being programmed into the TIP will receive a score of 60 or above to support the multi-modalism of the MTP.

Agencies are encouraged to use the evaluation system while they are preparing their projects for submission as a checklist to ensure their projects are fulfilling the goals of the MTP, see Table 1-1.

PROJECT SELECTION

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

During project selection agencies work cooperatively to select projects based on the Project Selection Criteria.

PROJECTS BY YEAR

1. Projects In the 1st Year of the TIP

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

2. Projects In the 2nd, 3rd, and 4th Years of the TIP

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

PROJECT SELECTION CRITERIA FOR YEAR PLACEMENT

These criteria will serve as guidance to the Forks MPO and lead agencies for selecting projects and determining what year they show up in the TIP. Newly proposed projects may be considered, provided they are consistent with the MTP, meet all other TIP project requirements and are process through the TIP revision process.

- a. Is it likely that the funds programmed for the project will be obligated/awarded by the end of the FY?

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

FUNDING SOURCES

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

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

BONDS (BF)

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

BRIDGE REPLACEMENT OFF-SYSTEM (BROS)

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

DEMO

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

EARLY LET LATE ENCUMBRANCE (ELLE)

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

FEDERAL TRANSIT ADMINISTRATION (FTA)

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency.

Projects identified as FTA-funded in the TIP are generally funded by one of several subcategories that represent different programs administered by the FTA to provide either capital or operating assistance to public transit providers.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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

HIGHWAY RAIL GRADE CROSSING & RAIL SAFETY (RRS)

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

LOCAL FUNDS (LF)

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

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

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

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

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

STATE FUNDS (SF)

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

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

TRANSPORTATION ALTERNATIVES (TA)

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

OTHER

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

FISCAL CONSTRAINT

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

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

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

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

ENVIRONMENTAL JUSTICE

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

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

PUBLIC INVOLVEMENT

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

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

Chapter 6 provides a more comprehensive look at public involvement used in developing the FY 2023-2026 TIP.

Public comments obtained can be found in Appendix B.

SELF CERTIFICATION

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

Requirements relevant to the MPO include:

- Title VI of the Civil Rights Act of 1964, as amended;
- Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Involvement of disadvantaged business enterprises in USDOT-funded projects;
- Implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990;
- Prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- Prohibiting discrimination based on gender; and

- Prohibiting discrimination against individuals with disabilities.

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

2 | PERFORMANCE MEASURES AND TARGETS

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

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

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

SAFETY PERFORMANCE MEASURE

Rather than adopting each respective State's targets, the MPO adopted its own Safety Performance Targets beginning in 2018. These targets are required to be revisited annually. Each year the MPO analyzes crash data. This data is based on a five-year rolling average. That is to say that 2016-2020 data is averaged out to provide a base value for establishing 2022 targets. The Forks MPO has adopted the safety targets as shown in Table 2-1 below.

TABLE 2-1: SAFETY PERFORMANCE MEASURE TARGETS FOR 2022

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

INVESTMENT PRIORITIES FOR SAFETY

The Forks MPO's adopted 2045 MTP provides the investment priorities. Each of the above listed targets are an important component of the Forks MPO's planned outcome of how its multimodal transportation system will perform. Due to the fiscal constraint requirement,

projects identified within the 2045 MTP, specifically during the first five-year period (to 2027), are listed with careful consideration to their contribution towards being consistent with the MTP.

The Forks MPO has adopted a project selection process to assist in planning and programming projects. Each project is reviewed through several criteria for the project's likely funding source. Safety is one of the primary criteria considered in all project selection processes.

For example, safety performance-based planning is a system-level, data-driven process to identify strategies and investments. For MPOs, performance measures provide a means of assessing progress toward meeting the intent of the MTP. The MTP implements the required national performance measures. The MTP integrates the safety plans developed by partner agencies, including each state's Strategic Highway Safety Plan and more localized strategic highway safety plans that apply state-level emphasis areas and strategies consistent with local context and intent to implement. The MTP also identifies projects for Highway Safety Improvement Program (HSIP) funding projects that are expected to have a positive impact toward meeting safety targets.

Table 2-2 shows the results of the 5-year rolling average for 2016-2020 with the CY 2020 targets adopted. It also includes the previous years' data. The evaluation of performance is only to review the most current 5-year rolling average to the target.

TABLE 2-2: 2016-2020 ROLLING AVERAGE

SAFETY PERFORMANCE MEASURES	MPO Targets, 2018	MPO Actuals, 2018	MPO Targets, 2019	MPO Actuals, 2019	MPO Targets, 2020	MPO Actuals, 2020
1. Number of Traffic Fatalities	3 or Fewer	1.8	3 or Fewer	2	1.8 or Fewer	2
2. Number of Fatalities (Per 100 M VMT)	0.673	0.55	0.599	0.611	0.574	0.61
3. Number of Crash Related Serious Injuries	18 or Fewer	13	15 or Fewer	12.8	16.56 or Fewer	12.8
4. Number of Serious Injuries(Per 100 M VMT)	5.933 or Lower	3.976	5.296 or Lower	3.91	5.0642	3.91
5. Number of Non-Motorized Fatalities & Number of Non Motorized Serious Injuries	3 or Fewer	2	4 or Fewer	2.6	3 or Fewer	2.6

ANTICIPATED EFFECT OF TIP PROJECTS ON SAFETY TARGETS

The Forks MPO TIP projects are anticipated to overall contribute positively to State and MPO safety performance targets. Projects in the TIP include safety improvements for all modes by reducing known conflicts, adding new bicycle and pedestrian infrastructure, improving

interstate infrastructure, and more. Some projects use Highway Safety Improvement funds and others do not.

Key projects positively contributing to safety include:

- High Tension Median Cable Guardrail on I-29: ID# 120003
- Construct roundabouts at the intersection of S 5th St, Belmont Rd, and Division Ave; and Bygland Rd and Rhinehart Dr: ID# 120007
- Install speed minder signage at various locations: ID# 121007
- Intersection improvements at S Washington St and 28th Ave S: ID# 122009
- Signal System Replacement and ADA improvements on US-2B at 2nd St NW and 4th St NW: ID# 220004

Pavement and Bridge Performance Measure

There are four targets addressing pavement condition; all pertain to roadways on the National Highway System (NHS). These are further broken down into Interstate Highways or non-Interstate Highways. The Figure 2-1 identifies the roadways within the MPO area as being NHS routes.

There are two targets that address bridges located on NHS roadways. The MPO has adopted each respective State DOT's target for the NHS Bridge Condition.

The targets are 4-year targets, meaning they are adopted initially in 2018. There does exist an opportunity to review after two years when both State DOTs must review their respective pavement and bridge targets. The MPO has adopted its own targets for the Interstate pavement and each respective State DOTs targets for the non-Interstate NHS pavement. Since the MPO adopted the State DOTs targets for non-Interstate NHS pavements, if the State DOTs revise those targets at the mid-performance period review, then the MPO must revise and adopt new targets based within 180 days of the new State DOT adoptions.

In 2020, the State DOTs made revisions. MnDOT adjusted its percentage of bridges in good condition from the initial target of 50% down to 35%. Much of this is not reflective of TIP/STIP projects. Rather, recent improvements to inspection data have resulted in lower % good. An increase in the accuracy of bridge data is providing a better picture of the bridge inventory in the state. MnDOT expects this to now hold steady into the future. NDDOT did not find a reason to make any adjustments during this mid-performance period review. The Forks MPO adopted new targets seen in Table 2-3.

FIGURE 2-1 NHS ROAD NETWORK

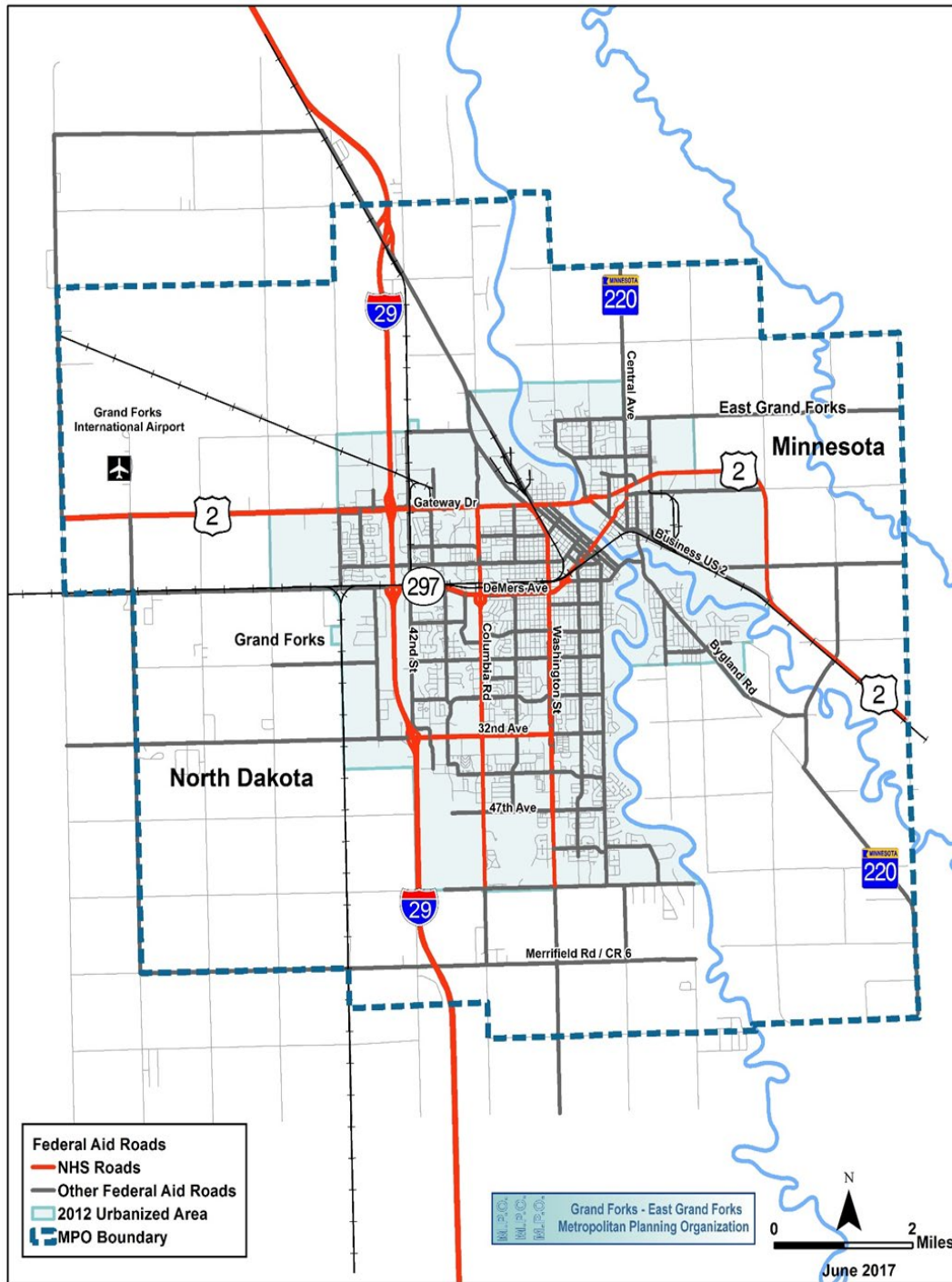


TABLE 2-3: 2018-2021 PAVEMENT AND BRIDGE CONDITION TARGETS

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

INVESTMENT PRIORITIES FOR PAVEMENT & BRIDGE CONDITION TARGETS

The Forks MPO's adopted 2045 MTP emphasizes projects and investment priorities that support State of Good Repair for pavement and bridges on the Interstate, non-Interstate NHS, and Federal Aid-Eligible System in North Dakota and Minnesota. Each of the listed targets in Table 2-3 are a component of the MPO's planned outcome of how its multimodal transportation system will perform.

ANTICIPATED EFFECT OF TIP PROJECTS ON PAVEMENT & BRIDGE CONDITION TARGETS

The Forks MPO TIP projects are anticipated to contribute positively to the overall State and MPO performance targets for Bridge and Pavement Conditions. Key projects are:

- Reconstruct roadway under and rehabilitate the N Washington St Railroad overpass: ID# 119004
- Deck overly and other repairs on various bridges on US-2, US-81, and I-29: ID# 122001
- Rehabilitation to the Columbia Rd Overpass: ID# 120003
- Rehabilitation of the Point Bridge: ID# 522008
- CPR, grinding, pavement rehabilitation, and reconstruction of various roads throughout the Forks MPO area: ID# various

SYSTEM RELIABILITY PERFORMANCE MEASURE

Travel time reliability quantifies the level of consistency in travel times. The MPO has adopted its own targets. These are 4-year targets, meaning they were adopted in 2018 and are to be revisited in 2022. There does exist an opportunity to review at the mid-performance period when both State DOTs must review their respective reliability targets.

NDDOT adjusted its truck travel reliability from the initial target of 3 down to 1.5. Much of this is not entirely reflected of TIP/STIP projects. Rather, NDDOT initially adopted a conservative number that would easily be met. After learning more about the target and its meaning, NDDOT adjusted this target to 1.5. MnDOT did not find a reason to make any adjustments during the mid-performance period review.

TABLE 2-4: PERFORMANCE MANAGEMENT OF THE NHS & INTERSTATE FREIGHT MOVEMENT

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

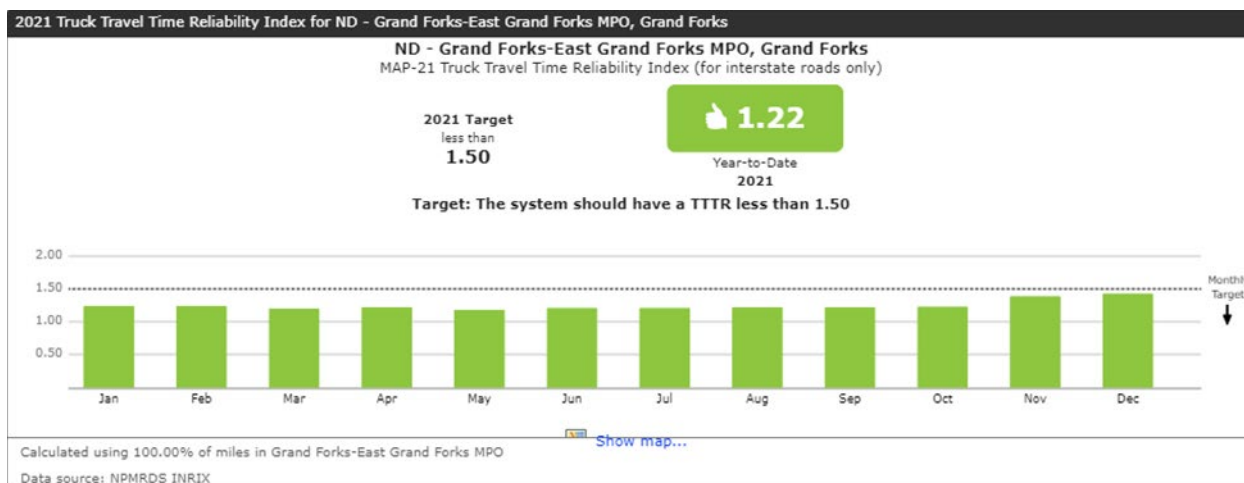
INVESTMENT PRIORITIES FOR TRAVEL RELIABILITY TARGETS

The Forks MPO's adopted 2045 MTP provides the investment priorities. Targets listed in Table 2-4 are a component of the MPO's planned outcome of how its multimodal transportation system will perform. The 2045 MTP emphasizes projects that support efficient movement of people and goods on the Interstate, non-Interstate NHS, and Federal Aid-Eligible System in North Dakota and Minnesota.

ANTICIPATED EFFECT OF TIP PROJECTS ON TRAVEL RELIABILITY TARGETS

The Forks MPO TIP projects are anticipated to contribute positively to the overall State and MPO performance targets for travel reliability. Keeping the traffic signals updated, the signal timing synced, and ITS signage is the biggest contributor to meeting the targets.

FIGURE 2-2: INTERSTATE TRUCK TRAVEL TIME RELIABILITY 2021



TRANSIT ASSET MANAGEMENT PLAN PERFORMANCE MEASURE

The MPO adopted CATs Transit Asset Management Plan (TAM Plan) targets in 2018. The MPO is required to revisit the targets four years and will be updated by October 1, 2022. Annually, each transit operator must revisit its targets; the MPO can, if it desires, adjust its targets annually to be in alignment with the transit operator.

TABLE 2-5: TRANSIT ASSET PERFORMANCE TARGETS

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

INVESTMENT PRIORITIES FOR TRANSIT ASSET TARGETS

The Forks MPO's adopted 2045 MTP provides the investment priorities. Each of the above listed targets are a component of the MPO's planned outcome of how its multimodal transportation system will perform.

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

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

ANTICIPATED EFFECT OF TIP PROJECTS ON TAM TARGETS

The Forks MPO TIP transit projects are anticipated to contribute positively to the TAM targets. Cities Area Transit and the City of East Grand Forks plans to replace buses and paratransit vehicles. Maintenance of all vehicles is a budget item in all yearly operational costs to maintain the current fleet.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

PERFORMANCE MEASURE

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

The requirement is to adopt separate targets for the separate transit services being provided. FTA uses the term “mode”; CATs modes translate into the fixed route and the separate demand response (Dial-A-Ride), which is also called the ADA paratransit service. Fixed route service is quite different from demand response. Hence, the need to prepare separate targets for each service type.

The transit operators are required to work with the MPO in preparing their respective targets. Targets are shown in Table 2-6.

TABLE 2-6: TRANSIT SAFETY

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route Bus	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

The public transportation operator is required to update the PTASP on an annual basis, but MPOs are not required to adopt PTASP targets on an annual basis. Only once every four years does the MPO have to adopt PTASP targets.

INVESTMENT PRIORITIES FOR PTASP

The Forks MPO’s adopted 2045 MTP provides the investment priorities. Each of the above listed targets are a component of the MPO’s planned outcome of how its multimodal transportation system will perform.

The Forks MPO has a project selection process adopted to assist it in planning and programming projects. Each possible project is reviewed through several criteria pertinent to the projects likely funding source. Safety is one of the considered criteria.

The Forks MPO MTP – TDP Element tracks 5307 funding going to vehicle maintenance and the 5339 funding that is replacing buses before they become a safety issue. A list of capital needs to maintain safety is in the TDP Element. Periodically, new, unanticipated funding solicitations are made, and this list is reviewed and adjusted if appropriate.

ANTICIPATED EFFECT OF TIP PROJECTS ON PTASP TARGETS

The Forks MPO TIP transit projects are anticipated to contribute positively to the PTASP targets. Meeting the targets for transit asset management will keep the system reliable and reduce safety events. Driver safety training and rider information is part of the operational costs of the system. Training will keep drivers aware and up to date on best safety practices to prevent fatalities and serious injuries.

CONCLUSION ON PERFORMANCE

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

3 | FY 2023 – 2026 TIP PROJECTS

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

A separate section contains Illustrative projects, which are projects that member jurisdictions would like to complete; however, funding for them has not been identified at this time. If funding does become available for these projects, the TIP will need to be amended before the project can proceed. Additional projects not on the federal aid system are scheduled by the member jurisdictions but do not appear in this document. Contact any member jurisdictions for a listing of local projects not on the federal aid system.

Projects are listed by “Responsible Agency” (Grand Forks, East Grand Forks, NDDOT, and MnDOT) have been combined into sub-area listings for the Grand Forks and East Grand Forks Areas. An explanation of each item title follows.

The following items are generic to all projects:

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION							STAGING	
				ESTIMATED COST (THOUSANDS)							
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSI- FICATION									
				AND							
				SOURCE OF FUNDING							Operations
											Capital
											P.E.
	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL		R.O.W.	
											CONSTR.
				FUNDING SOURCE							TOTAL

URBAN AREA/PROJECT NUMBER:

Urban Area refers to whether the project is located on the Grand Forks or East Grand Forks side of the river. Project numbers are used for reference within the Forks MPO. Each State has its own project number given to it by the State. All projects are listed chronologically, with first year projects considered higher priority than second- or third-year projects; except for certain ongoing programs such as transit operating assistance.

PROJECT LOCATION:

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

RESPONSIBLE AGENCY:

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

PROJECT TYPE:

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

FACILITY:

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

CLASSIFICATION:

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

FUNDING STATUS:

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

Discretionary funding identifies those federal projects with funding that requires prioritization and prior approval by a primary review agency. This would include projects funded with any type of federal funding distributed on a competitive basis, such as projects in North Dakota on the National Highway System, the North Dakota Primary or Regional State Highway Systems. In Minnesota, federal highway is primarily distributed on a competitive basis with the exception of NWATP City Sub-target funds. These rotate each year to one of the four Urban Cities in NW Minnesota.

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

	PROJECT	FACILITY	PROJECT DESCRIPTION						
URBAN	LOCATION			ESTIMATED COST					
AREA				(THOUSANDS)					STAGING
				AND					
	RESPONSIBLE	CLASSI-		SOURCE OF FUNDING					Operations
PROJECT	AGENCY	FICATION							Capital
NUMBER									P.E.
	PROJECT	FUNDING		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.
	TYPE	STATUS							CONSTR.
				FUNDING SOURCE					TOTAL

PROJECT DESCRIPTION:

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

	PROJECT	FACILITY		ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					
URBAN	LOCATION								
AREA									STAGING
	RESPONSIBLE	CLASSI-	PROJECT DESCRIPTION						Operations
PROJECT	AGENCY	FICATION							Capital
NUMBER									P.E.
	PROJECT	FUNDING		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.
	TYPE	STATUS							CONSTR.
				FUNDING SOURCE					TOTAL

ESTIMATED COST AND FUNDING:

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

FUNDING SOURCES:

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

	PROJECT	FACILITY								STAGING
URBAN	LOCATION			ESTIMATED COST						
AREA				(THOUSANDS)						
	RESPONSIBLE	CLASSI-	PROJECT DESCRIPTION	AND						
PROJECT	AGENCY	FICATION		SOURCE OF FUNDING						
NUMBER										Operations
	PROJECT	FUNDING		TOTAL	FEDERAL	STATE	OTHER	LOCAL		Capital
	TYPE	STATUS								P.E.
										R.O.W.
										CONSTR.
				FUNDING SOURCE						TOTAL

STAGING:

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

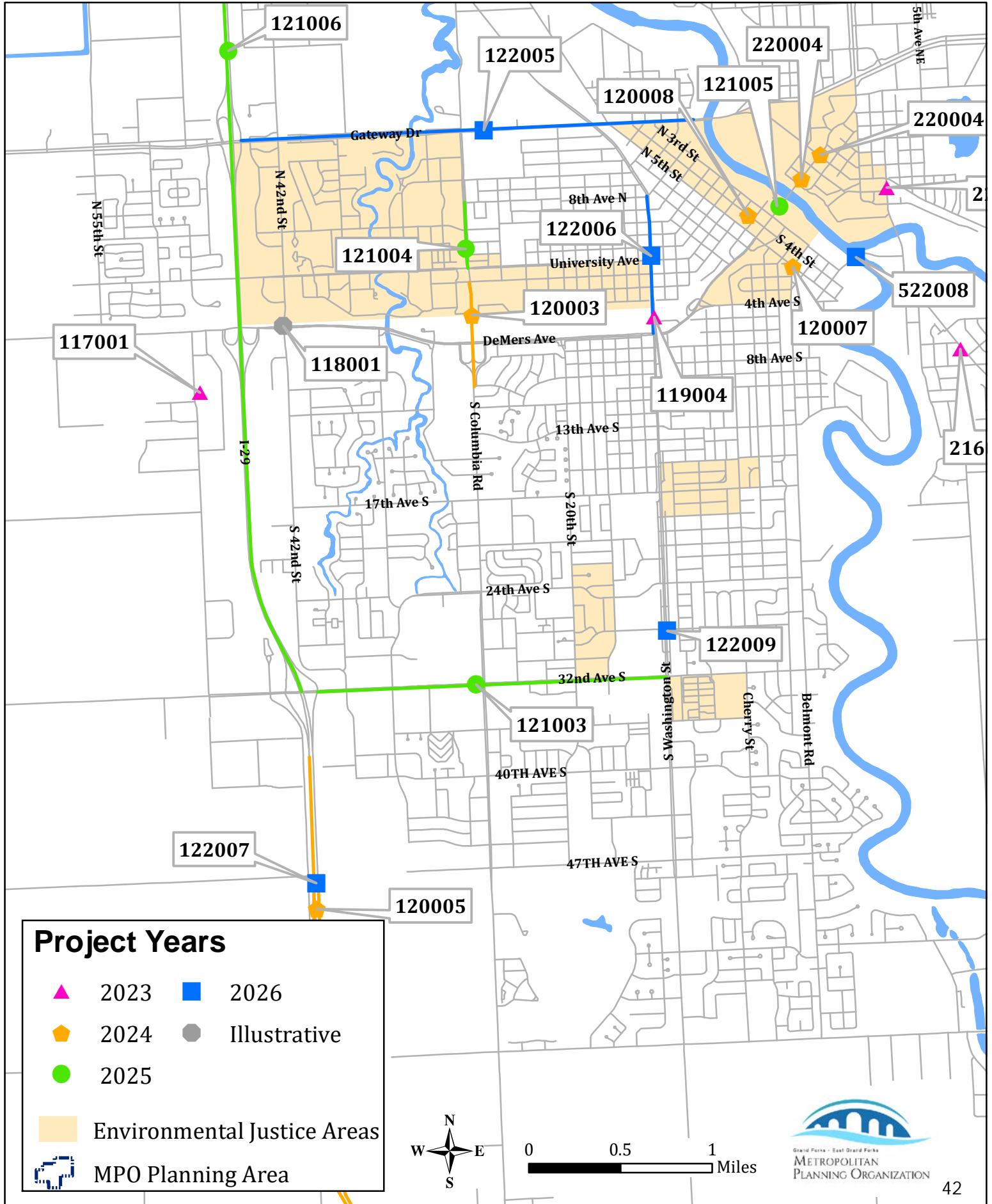
This staging for highways only really comes into play for the “regionally significant” projects. For these highly impactful projects in our MPA, each of these individual stages are identified by the year the stage is schedule to be complete. This assists in showing how projects progress towards implementation.

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

NORTH DAKOTA PROJECT LISTINGS

FIGURE 3-1: NORTH DAKOTA PROJECT LOCATIONS

2023- 2026 ND Transportation Improvement Program



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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE					
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					2023	2024	2025	2026				
									Operations							
									Capital							
									P.E.							
TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.											
					CONSTR.											
FUNDING SOURCE					TOTAL											
Grand Forks #119001 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$275,555 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other												
	Grand Forks	Operations							Operations	3,583,580						
	Fixed-Route Transit Service	Entitlement							Excludes FTA Programs 5339 and 5310 costs	Capital				0		
										P.E.				0		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0						
				3,583,580	1,253,820	272,220	958,540	1,099,010	CONSTR.	0						
FTA 5307 (50/50)					TOTAL	3,583,580										
Grand Forks #119002 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:												
	Grand Forks	Capital							Operations	0						
	Fixed-Route Transit Service	Entitlement							Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	Capital				16,400		
										P.E.				0		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0						
				16,400	13,120	0	0	3,280	CONSTR.	0						
FTA 5307 (80/20)					TOTAL	16,400										
Grand Forks #117001 No PCN	Grand Forks	Maintenance Building	Expansion of the Public Transportation Maintenance Building and Ne Fueling System	REMARKS:												
	Grand Forks	Capital							Operations	0						
	Facility Expansion	Discretionary							Capital	8,545,616						
									P.E.	0						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	0						
				8,545,616	7,768,742	0.00	0.00	776,874	CONSTR.	0						
FTA 5339 (90/10)					TOTAL	8,545,616										

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE EXPENDITURES										
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT											
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					Operations	2023	2024	2025	2026								
									Capital												
									P.E.												
									R.O.W.												
									CONSTR.												
FUNDING SOURCE					TOTAL																
Grand Forks #119003 PCN 23232	Grand Forks	Varies	Urban Roads system citywide signal rehab	REMARKS:																	
	Grand Forks	Varies							Operations	0.00											
									Capital	0.00											
									P.E.	0.00											
	ITS Rehab	Discretionery							TOTAL	FEDERAL				STATE	OTHER	LOCAL	R.O.W.	0.00			
									3,335,000	2,360,000						975,000	CONSTR.	3,335,000			
Urban Roads Program					TOTAL	3,335,000															
Grand Forks #119004 PCN 22167	Grand Forks	N Washington	Roadway Reconstruction & Structure Rehabilitation	REMARKS: STIP shows as two separate projects. Approximately 50% funding through Regional Urban and othe 50% funding through Bridge Program																	
	NDDOT	Principle Arterial							Operations	0											
									Capital	0											
									P.E.	0											
	Bridge Reconstruct	Discretionary							TOTAL	FEDERAL				STATE	OTHER	LOCAL	R.O.W.	0			
									11,150,000	9,023,696				1,011,304		1,115,000	CONSTR.	11,150,000			
Urban Regional Secondary Roads & Bridge Programs					TOTAL	11,150,000															
Grand Forks #122001 PCN 23015	Grand Forks	Varies	Deck overly and other repairs on various bridges on US-2, US-81, and I-29.	REMARKS:																	
	NDDOT	Varies							Operations	0.00											
									Capital	0.00											
									P.E.	0.00											
	Bridges	Discretionary							TOTAL	FEDERAL				STATE	OTHER	LOCAL	R.O.W.	0.00			
									3,426,000	2,740,800				685,200			CONSTR.	3,426,000			
Bridge					TOTAL	3,426,000															

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FY 2023 Grouped Projects						
Project Phase	Identifies the cost estimates for each phase. Only PE has any project phase cost estimate. No ROW or Utilities phases for projects within MPO Area	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0	0	0	0	0
Right of Way (ROW)		0	0	0	0	0
Utilities		0	0	0	0	0

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSI- FICATION								2023	2024	2025	2026	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
									CONSTR.					
					FUNDING SOURCE					TOTAL				
Grand Forks #120001	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response Estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other										
	Grand Forks	Operations							Operations		3,673,170			
									Capital		0.00			
									P.E.		0.00			
	PCN	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00		
				3,673,170	1,285,166	279,026	982,504	1,126,485	CONSTR.		0.00			
				FTA 5307 (50/50)					TOTAL		3,673,170			
Grand Forks #120002	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital							Operations		0.00			
									Capital		16,400			
									P.E.		0.00			
	PCN	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00		
				16,400	13,120	0	0	3,280	CONSTR.		0.00			
				FTA 5307 (80/20)					TOTAL		16,400			
				REMARKS:										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE		
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					2023	2024	2025	2026	
									Operations				
				Capital									
				P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
					CONSTR.								
FUNDING SOURCE					TOTAL								
Grand Forks #120003 PCN	Grand Forks	Columbia Road	Structure rehabilitation fo the Columbia Road Overpass between 9th Ave S and 2nd Ave N	REMARKS:									
	NDDOT	Principal Arterial							Operations		0.00		
									Capital		0.00		
				P.E.		0.00							
	Reconstruction	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00		
				8,930,000	6,744,000			2,186,000	CONSTR.		8,930,000		
Urban Roads Local Program					TOTAL		8,930,000						
Grand Forks #120004 PCN 23348	Grand Forks	varies	The NDDOT will rehab traffic signals on the Urban Regional Roads system throughout Grand Forks	REMARKS:									
	NDDOT	varies							Operations		0.00		
									Capital		0.00		
				P.E.		0.00							
	ITS Rehab	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00		
				6,668,000	5,334,400	1,058,700		274,900	CONSTR.		6,668,000		
Urban Regional Secondary Roads Program					TOTAL		6,668,000						
Grand Forks #120005 PCN 23333	Grand Forks	I29	High Tension Median Cable Guardrail From North of Buxton interchange to 32nd Ave S.	REMARKS: portion inside the MPO Planning Area									
	NDDOT	Interstate							Operations		0.00		
									Capital		0.00		
				P.E.		0.00							
	Safety	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		0.00		
				4,469,000	4,022,000	447,000			CONSTR.		4,469,000		
Highway Safety Improvement Program					TOTAL		4,469,000						

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FY 2024 Grouped Projects						
Project Phase	Identifies the cost estimates for each phase. Only PE has any project phase cost estimates. No ROW or Utilities phases for projects within MPO Area	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0	0	0	0	0
Right of Way (ROW)		0	0	0	0	0
Utilities		0	0	0	0	0

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL	FUTURE		
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					2023	2024	2025	2025	
									Operations				
				Capital									
				P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
					CONSTR.								
FUNDING SOURCE					TOTAL								
Grand Forks #121001	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2025 to December 31, 2025 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response Estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other									
	Grand Forks	Operations							Operations			3,764,999	
									Capital			0.00	
									P.E.			0.00	
PCN	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			0.00	
				3,764,999	1,317,295	286,001	1,007,066	1,154,647	CONSTR.			0.00	
				FTA 5307 (50/50)					TOTAL			3,764,999	
Grand Forks #121002	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:									
	Grand Forks	Capital							Operations			0.00	
									Capital			16,810	
									P.E.			0	
PCN	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			0	
				16,810	13,450	0	0	3,360	CONSTR.			0	
				FTA 5307 (80/20)					TOTAL			16,810	
				REMARKS:									

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE		
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					2023	2024	2025	2026	
									Operations				
				Capital									
				P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
					CONSTR.								
FUNDING SOURCE					TOTAL								
Grand Forks #121003 PCN 23349	Grand Forks	32nd Ave S	The NDDOT will do a pavement preservation project between I-29 and S Washington St. Pavement preservation to be CPR, grinding and microseal	REMARKS: This project is pending funding in 2025 and if not will be funded in 2026									
	NDDOT	Principal Arterial							Operations			0.00	
									Capital			0.00	
				P.E.			0.00						
	Rehabilitation	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			0.00	
				3,356,000	2,684,800	335,600		335,600	CONSTR.			3,356,000	
Urban Regional Secondary Roads Program					TOTAL			3,356,000					
Grand Forks #121004 PCN	Grand Forks	N Columbia Rd	Reconstruct between University Ave and 8th Ave N	REMARKS:									
	Grand Forks	Principle Arterial							Operations			0.00	
									Capital			0.00	
				P.E.			0.00						
	Reconstruction	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			0.00	
				7,302,000	5,167,000			2,135,000	CONSTR.			7,302,000	
Urban Roads Local Program					TOTAL			7,302,000					
Grand Forks #121005 PCN	Grand Forks	US 2	Expantion Joint Modification on the Sorlie Bridge	REMARKS:									
	NDDOT	Principal Arterial							Operations			0.00	
									Capital			0.00	
				P.E.			0.00						
	Rehabilitation	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			0.00	
				27,040	21,883	5,157			CONSTR.			27,040	
National Highway System- State Project					TOTAL			27,040					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES			
2023				2024	2025	2026								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									Capital					
									P.E.					
								R.O.W.						
									CONSTR.					
			FUNDING SOURCE					TOTAL						
Grand Forks #121006	Grand Forks	I-29	CPR, grinding of I-29 near the 32nd Ave S interchange and northward of US 81 interchange. Both directions.	REMARKS: STIP has listed as two separate projects										
	NDDOT	Interstate							Operations			0.00		
Capital											0.00			
P.E.											0.00			
PCN	Rehabilitation	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			0.00		
				2,799,000	2,519,000	280,000			CONSTR.			2,799,000		
			Interstate Maintenance					TOTAL			2,799,000			
Grand Forks #121007	Grand Forks	Varies	Install dynamic speed signs at various school zone locations within Grand Forks	REMARKS:										
	Grand Forks	Varies							Operations			0.00		
Capital											0.00			
P.E.											0.00			
PCN 23668	Safety	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			0.00		
				40,000	36,000			4,000	CONSTR.			40,000		
			Urban Roads Program					TOTAL			40,000			
PCN				REMARKS:										
									Operations					
									Capital					
									P.E.					
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
										CONSTR.				
					TOTAL									

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

FY 2025 Grouped Projects						
Project Phase	Identifies the cost estimates for each phase. No PE, ROW or Utilities phases for projects within MPO Aea	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0	0	0	0	0
Right of Way (ROW)		0	0	0	0	0
Utilities		0	0	0	0	0

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE					
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES					
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					2023	2024	2025	2026				
									Operations							
									Capital							
									P.E.							
									TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
					CONSTR.											
FUNDING SOURCE					TOTAL											
Grand Forks #122001	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2025 to December 31, 2025 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$292,381 East Grand Forks contract payment is shown as other UND contributes for Shuttle service shown as other												
	Grand Forks	Operations							Operations							3,859,124
									Capital							0.00
									P.E.							0.00
	PCN	Fixed-Route Transit Service							Entitlement				Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE
3,859,124			1,350,227	293,151	1,032,243	1,183,514	CONSTR.				0.00					
FTA 5307 (50/50)					TOTAL					3,859,124						
Grand Forks #122002	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:												
	Grand Forks	Capital							Operations							0.00
									Capital							16,810
									P.E.							0.00
	PCN	Fixed-Route Transit Service							Entitlement				Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE
16,810			13,450	0	0	3,360	CONSTR.				0.00					
FTA 5307 (80/20)					TOTAL					16,810						
				REMARKS:												

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE						
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES						
PROJECT TYPE				FUNDING STATUS	AND SOURCE OF FUNDING						2023	2024	2025	2026			
	Operations																
PROJECT NUMBER				TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.								
									R.O.W.								
									CONSTR.								
FUNDING SOURCE									TOTAL								
Grand Forks #122005 PCN 23740	Grand Forks	Gateway Dr	CPR, Grinding between I-29 and Red River	REMARKS:													
	NDDOT	Principle Arterial							Operations								0.00
									Capital								0.00
									P.E.								0.00
	Rehabilitation	Discretionary		R.O.W.				0.00									
				CONSTR.				4,447,000									
State Highways					TOTAL				4,447,000								
Grand Forks #122006 PCN 23739	Grand Forks	N Washington St	Reconstruction between DeMers Ave and 8th Ave N Agggr Base, Pcc Pave, Signals, Lighting, Walk/Drive Ways	REMARKS:													
	NDDOT	Principle Arterial							Operations								0.00
									Capital								0.00
									P.E.								0.00
	Reconstruction	Discretionary		R.O.W.				0.00									
				CONSTR.				5,147,000									
State Highways					TOTAL				5,147,000								
Grand Forks #122007 PCN 22786	Grand Forks	I-29	Construct in Grand Forks a New Southside interchange	REMARKS:													
	NDDOT	Interstate							Operations								0.00
									Capital								0.00
									P.E.								0.00
	Construction	Discretionary		R.O.W.				0.00									
				CONSTR.				52,600,000									
State Highways					TOTAL				52,600,000								

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES			
PROJECT TYPE				FUNDING STATUS	AND SOURCE OF FUNDING					2023	2024	2025	2026	
	Operations													
	Capital													
	P.E.													
	R.O.W.													
CONSTR.														
FUNDING SOURCE					TOTAL									
Grand Forks #522008 PCN	Grand Forks	Point Bridge	In Grand Forks & East Grand Forks. Rehab of the Point Bridge (ND BR#0000GF02) (MN BR#60506) over the Red River of the North	REMARKS: East Grand Forks covers the other half of the total project. Shown is for Grand Forks only										
	Grand Forks	Minor Arterial							Operations				0.00	
									Capital				0.00	
				P.E.				0.00						
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				0.00	
				1,200,000	960,000			240,000	CONSTR.				1,200,000	
				Urban Raods					TOTAL				1,200,000	
Grand Forks #122009 PCN 23669	Grand Forks	S Washinton St	Intersection improvements at 28th Ave S Adding length to left utrn lane.	REMARKS:										
	Grand Forks	Principle Arterial							Operations				0.00	
									Capital				0.00	
				P.E.				0.00						
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				0.00	
				280,000	252,000	14,000		14,000	CONSTR.				6,500,000	
				Highway Safety Improvement Program					TOTAL				6,500,000	
				REMARKS:										
									Operations					
									Capital					
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

FY 2026 Grouped Projects						
Project Phase	Identifies the cost estimates for each phase. This year there are no project phases so all cost estimates are zero	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		0	0	0	0	0
Right of Way (ROW)		0	0	0	0	0
Utilities		0	0	0	0	0

Grouped projects are for all North Dakota side projects in the MPO Study Area that have not had the project phase already authorized.

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

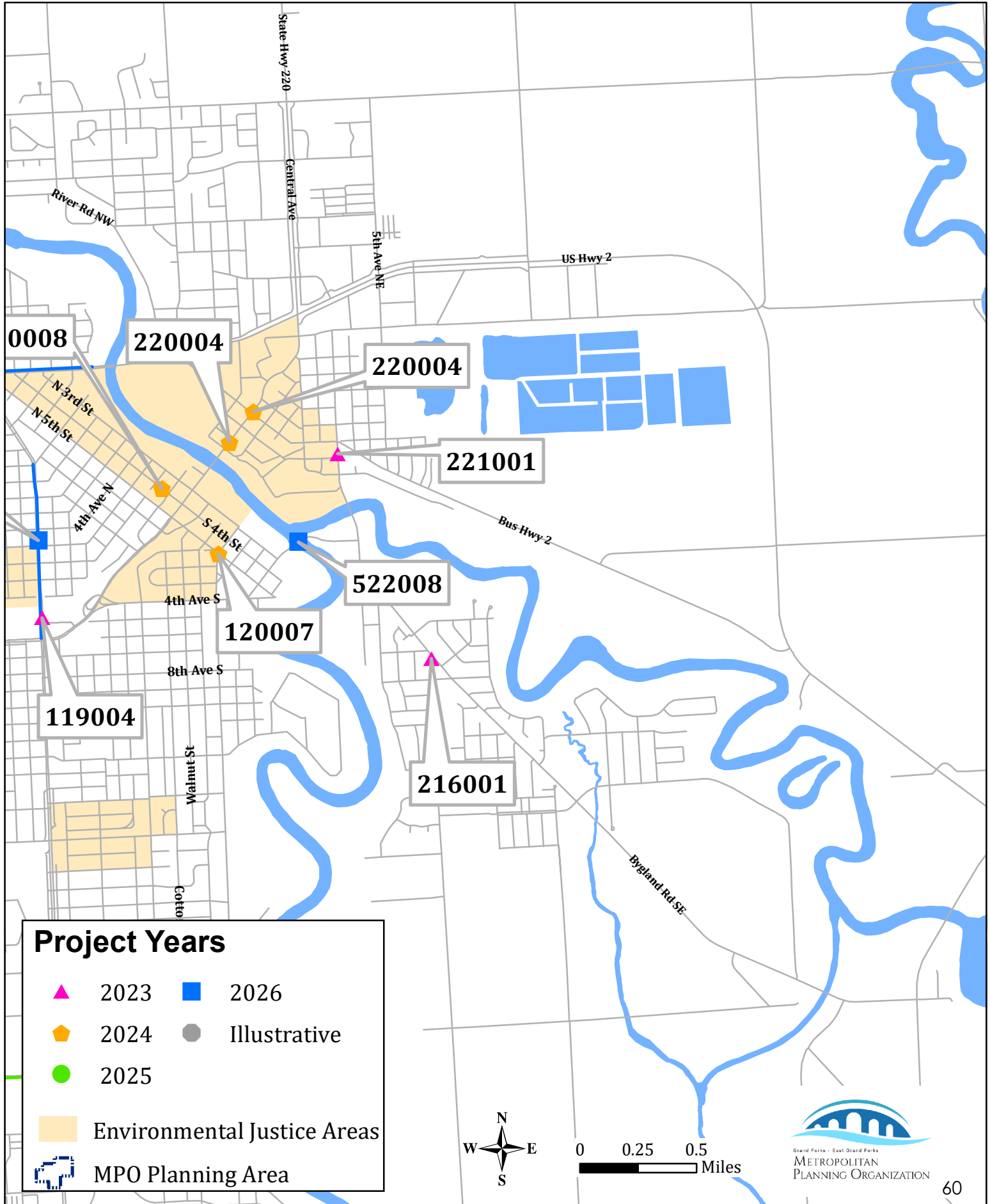
TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES			
2023				2024	2025	2026								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									Capital					
									P.E.					
									R.O.W.					
								CONSTR.						
				FUNDING SOURCE					TOTAL					
			Grand Forks TOTALS											
									Operations	3,583,580	3,673,170	3,764,999	3,859,124	
									Capital	8,562,016	16,400	16,810	16,810	
									P.E.	0	0	0	0	
									R.O.W.	0	0	0	0	
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.	17,911,000	26,273,000	13,524,040	69,894,000	
				144,874,948	115,065,168	9,191,459	3,980,352	16,638,010	TOTAL	30,056,596	29,962,570	17,305,849	73,769,934	

MINNESOTA PROJECT LISTINGS

2023- 2026 MN Transportation Improvement Program



GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE							
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES							
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		2023	2024	2025	2026											
				Operations														
				Capital														
			P.E.															
TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.													
					CONSTR.													
FUNDING SOURCE					TOTAL													
East Grand Forks #219001	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2023 to December 31, 2023 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$545,000 Estimated fare is \$4,640 Other is MN Transit Formula Funds														
	East Grand Forks	Operations							TRF-0018-23B	Operations	569,170							
										Capital	0.00							
			P.E.	NA														
	Fixed-Route Transit Service	Entitlement	TRF-0018-23B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA								
				569,170	123,600	0	352,740	88,190	CONSTR.	NA								
FTA 5307					TOTAL	569,170												
East Grand Forks #219002	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2023 to December 31, 2024. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$16,390 Other is MN Transit Formula Funds														
	East Grand Forks	Operations							TRF-0018-23A	Operations	147,400							
										Capital	0.00							
			P.E.	NA														
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-23A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA								
				147,400	0	0	111,360	19,650	CONSTR.	NA								
State Transit Funds					TOTAL	147,400												
East Grand Forks #			Intentionally left blank	REMARKS:														
									Operations	0.00								
									Capital	0.00								
									P.E.	NA								
									TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA			
														CONSTR.	NA			
					TOTAL	0.00												

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022-2025

URBAN AREA PROJECT NUMBER	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES			
										2023	2024	2025	2026	
	PROJECT TYPE	PROJECT TYPE		FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
										R.O.W.				
										CONSTR.				
FUNDING SOURCE					TOTAL									
East Grand Forks #221001	East Grand Forks	2nd Ave NE	BNSF RR Replace Exicting Signal System at MSAS 119, 2nd Ave, East Grand Forks, Polk County	REMARKS: Other is MN Office of Freight Funds										
	MnDOT	Minor Arterial							Operations	0				
			Capital						0					
	RR Xing	Discretionary	Project # 60-00137	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
				300,000	270,000	0	30,000	0	CONSTR.	300,000				
				District Managed Program					TOTAL	300,000				
East Grand Forks #216001	East Grand Forks	Bygland Rd	Construct roundabout at the intersection of Bygland Rd and Rhinehart Dr in East Grand Forks	REMARKS: Other costs are non-construction costs Other Revenue is MN State Aid										
	East Grand Forks	Minor Arterial							Other					
			Operations											
	Reconstruction	Discretionary	Project # 119-119-013	Capital										
				P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
			1,493,000	860,000		633,000	0.00	CONSTR.	1,493,000					
NWATP City Sub-target					TOTAL	1,493,000								
East Grand Forks #			Intentionally left blank	REMARKS:										
									Operations	0.00				
			Capital						0.00					
				P.E.	NA									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
									CONSTR.	0.00				
					TOTAL	0.00								

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE		
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES		
									2023	2024	2025	2026	
									PROJECT TYPE	FUNDING STATUS	Operations		
PROJECT NUMBER				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
									CONSTR.				
	FUNDING SOURCE								TOTAL				
East Grand Forks #220001	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2024 to December 31, 2024 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000 Estimated fare is \$4,772 Other is MN Transit Formula Funds									
	East Grand Forks	Operations							Operations		586,240		
									Capital		0.00		
	Fixed-Route Transit Service	Entitlement	TRF-0018-24B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA		
				586,240	127,310	0	363,322	90,836	CONSTR.		NA		
				FTA 5307					TOTAL		586,240		
East Grand Forks #220002	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2024 to December 31, 2024. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$16,880 Other is MN Transit Formula Funds									
	East Grand Forks	Operations							Operations		151,820		
									Capital		0		
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-24A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA		
				151,820	0	0	114,700	20,240	CONSTR.		NA		
				State Transit Funds					TOTAL		151,820		
East Grand Forks #220003	East Grand Forks	N/A	City of East Grand Forks Purchase One (1) Class 400 LF Replacement Gas Bus	REMARKS: Other is MN Transit Formula Funds									
	East Grand Forks	Capital							Operations		0		
									Capital		182,000		
	Fixed- Route Transit Service	Entitlement	TRS-0018-24C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		N/A		
				182,000	145,600		18,200	18,200	CONSTR.		N/A		
				FHWA STPBG Program Flexed					TOTAL		182,000		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE		
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026
									R.O.W.				
									CONSTR.				
				FUNDING SOURCE					TOTAL				
East Grand Forks #220004	East Grand Forks	DeMers Ave	On DeMers Ave (USB2) at 2nd St NW & 4th St NW, Signal System Replacement/ADA Improvements	REMARKS:									
	MnDOT	Principal Arterial							Operations		0		
			Capital							0			
	Signal Replacement	Discretionary	Project # 6001-68	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA		
				1,200,000	643,218	146,782	0	410,000	CONSTR.		1,200,000		
				Statewide Performance Program					TOTAL		1,200,000		
East Grand Forks #			Intentionally left blank	REMARKS:									
									Operations				
			Capital										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
								CONSTR.					
						TOTAL							
East Grand Forks #			Intentionally left blank	REMARKS:									
									Operations				
			Capital										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
								CONSTR.					
						TOTAL							

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
				Capital										
				P.E.										
				R.O.W.										
CONSTR.														
FUNDING SOURCE					TOTAL									
East Grand Forks #221001	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2025 to December 31, 2025 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000 Estimated fare is \$4,917 Other is MN Transit Formula Funds										
	East Grand Forks	Operations	TRF-0018-25B						Operations			603,830		
									Capital			0		
									P.E.			NA		
	Fixed-Route Transit Service	Entitlement		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
				603,830	131,130	0	374,222	93,561	CONSTR.			NA		
FTA 5307					TOTAL			603,830						
East Grand Forks #221002	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2025 to December 31, 2025. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$17,391 Other is MN Transit Formula Funds										
	East Grand Forks	Operations	TRF-0018-25A						Operations			156,380		
									Capital			0		
									P.E.			NA		
	Paratransit Service for Disabled Persons	Entitlement		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
				156,380	0	0	118,141	20,847	CONSTR.			NA		
State Transit Funds					TOTAL			156,380						
East Grand Forks #			Intentionally left blank	REMARKS:										
										Operations				
										Capital				
										P.E.				
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
										CONSTR.				
					TOTAL									

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL	FUTURE			
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2023	2024	2025	2026	
				Capital										
				P.E.										
				R.O.W.										
CONSTR.														
FUNDING SOURCE					TOTAL									
East Grand Forks #222001	East Grand Forks	N/A	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2026 to December 31, 2026 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$560,000 Estimated fare is \$5,128										
	East Grand Forks	Operations							Operations				621,945	
									Capital				0	
	Fixed-Route Transit Service	Entitlement	TRF-0018-26B	P.E.				N/A						
				R.O.W.				N/A						
	CONSTR.							N/A						
TOTAL					621,945	135,000		385,449	96,368	TOTAL			621,945	
East Grand Forks #222002	Eagst Grand Forks	N/A	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2026 to December 31, 2026. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$17,912 Other is MN Transit Formula Funds										
	East Grand Forks	Operations							Operations				161,070	
									Capital				0	
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-26A	P.E.				N/A						
				R.O.W.				N/A						
	CONSTR.							N/A						
TOTAL					161,070	0	0	121,685	21,472	TOTAL			161,070	
East Grand Forks #222003	East Grand Forks	N/A	Purchase Class 400 replacement vehicle	REMARKS: Other is MN Transit Formula Funds										
	East Grand Forks	Capital							Operations				0	
									Capital				193,000	
	Fixed- Route Transit Service	Entitlement	TRS-0018-26A	P.E.				N/A						
				R.O.W.				N/A						
	CONSTR.							N/A						
TOTAL					193,000	154,400		19,300	19,300	TOTAL			193,000	

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE		
	RESPONSIBLE AGENCY	CLASSI- FICATION								ELEMENT	EXPENDITURES		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					2023	2024	2025	2026	
									Operations				
									Capital				
									P.E.				
TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								
					CONSTR.								
FUNDING SOURCE					TOTAL								
East Grand Forks #522008	East Grand Forks	Point Bridge	In Grand Forks & East Grand Forks, MSAS 113, Rehab the Point Bridge (MN BR#60506) (ND BR#0000GF02) over the Red River of the North, includes mill and overly of bridge approach on 1st St SE in East Grand Forks	REMARKS: Grand Forks covers the other half of the total project. Shown is for East Grand Forks only Other costs are non-construction costs Other Revenue is MN State Aid									
	East Grand Forks	Minor Arterial							Operations				0
									Capital				0
	Bridge Repair	Discretionary	119-113-008	P.E.				N/A					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				N/A
				1,150,000	860,000	0	290,000	0	CONSTR.				1,150,000
NWATP City Sub-target					TOTAL					1,150,000			
East Grand Forks #			Intentionally left blank	REMARKS:									
									Operations				
									Capital				
				P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
									CONSTR.				
					TOTAL								
East Grand Forks #			Intentionally left blank	REMARKS:									
									Operations				
									Capital				
				P.E.									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
									CONSTR.				
					TOTAL								

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2023 - 2026

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST					STAGING	ANNUAL	FUTURE			
	PROJECT NUMBER	RESPONSIBLE AGENCY								CLASSI- FICATION	ELEMENT	EXPENDITURES		
PROJECT TYPE		FUNDING STATUS		2023	2024	2025	2026							
				Operations										
				Capital										
				P.E.										
TOTAL	FEDERAL	STATE		OTHER	LOCAL	R.O.W.								
					CONSTR.									
FUNDING SOURCE					TOTAL									
			East Grand Forks TOTALS											
									Other	0				
									Operations	716,570	738,060	760,210	783,015	
									Capital	0	182,000	0	193,000	
	P.E.	0							0	NA	NA			
	TOTAL	FEDERAL		STATE	OTHER	LOCAL	R.O.W.	0	0	NA	NA			
	7,515,855	3,450,258		146,782	2,932,119	898,662	CONSTR.	1,793,000	1,200,000	0	1,150,000			
						TOTAL	2,509,570	2,120,060	760,210	2,126,015				

ILLUSTRATIVE PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

Illustrative Projects

URBAN AREA PROJECT NUMBER	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	Pending Year
	RESPONSIBLE AGENCY	CLASSI- FICATION								2022
	PROJECT TYPE	FUNDING STATUS							Operations	
									Capital	
				P.E.						
	TOTAL	FEDERAL		STATE	OTHER	LOCAL	R.O.W.			
							CONSTR.			
FUNDING SOURCE					TOTAL					
Grand Forks #118001 PCN 15857	Grand Forks	N 42nd St	construct a new grade separation for N. 42nd St and the BNSF railline, includes intersection of DeMers Ave.	REMARKS:						
	Grand Forks	Minor Arterial							Operations	
									Capital	
				P.E.						
	New Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
				45,000,000	0	0	0	45,000,000	CONSTR.	45,000,000
FTA Programs					TOTAL	45,000,000				
				REMARKS:						
									Operations	
									Capital	
				P.E.						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
									CONSTR.	
					TOTAL					
				REMARKS:						
									Operations	
									Capital	
				P.E.						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	
									CONSTR.	
					TOTAL					

4 | COMMUNITY IMPACT ASSESSMENT

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

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

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

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods. Figure 4-1 on the following page identifies the high-concentration areas of minority and low-income populations in the MPA and shows their location relative to the projects that are listed in this TIP.

By incorporating these principles into the transportation planning process, the MPO will be able to make better transportation decisions to meet the needs of all people, improve the public involvement process, and improve data collection and monitoring, all of which lead to better design of transportation facilities that fit more harmoniously into communities. The MPO's Environmental Justice Manual details its approach towards fulfilling this Order:

https://www.theforksmppo.org/UserFiles/Servers/Server_16222865/Image/Public%20Participation/ForksEJfinal2019.pdf

For purposes of the EJ analysis in the TIP, the MPO identifies the relationships that exist between projects and minority or low-income populations. Figure 4-1 displays the locations of the 2023-2026 TIP projects and their relationship to metropolitan populations (census block groups) that have been identified as EJ. A situation of particular concern would be a grouping of projects in or around EJ populations, or a particular EJ population being impacted in more than one year, which may be an indication of disproportionately adverse health or environmental effects on that neighborhood.

Overall, the TIP projects for 2023-2026 appear to be well dispersed and spread throughout the metropolitan area. Further, no one year has too many projects within or around a particular EJ population. Thus, any impacts resulting from the implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

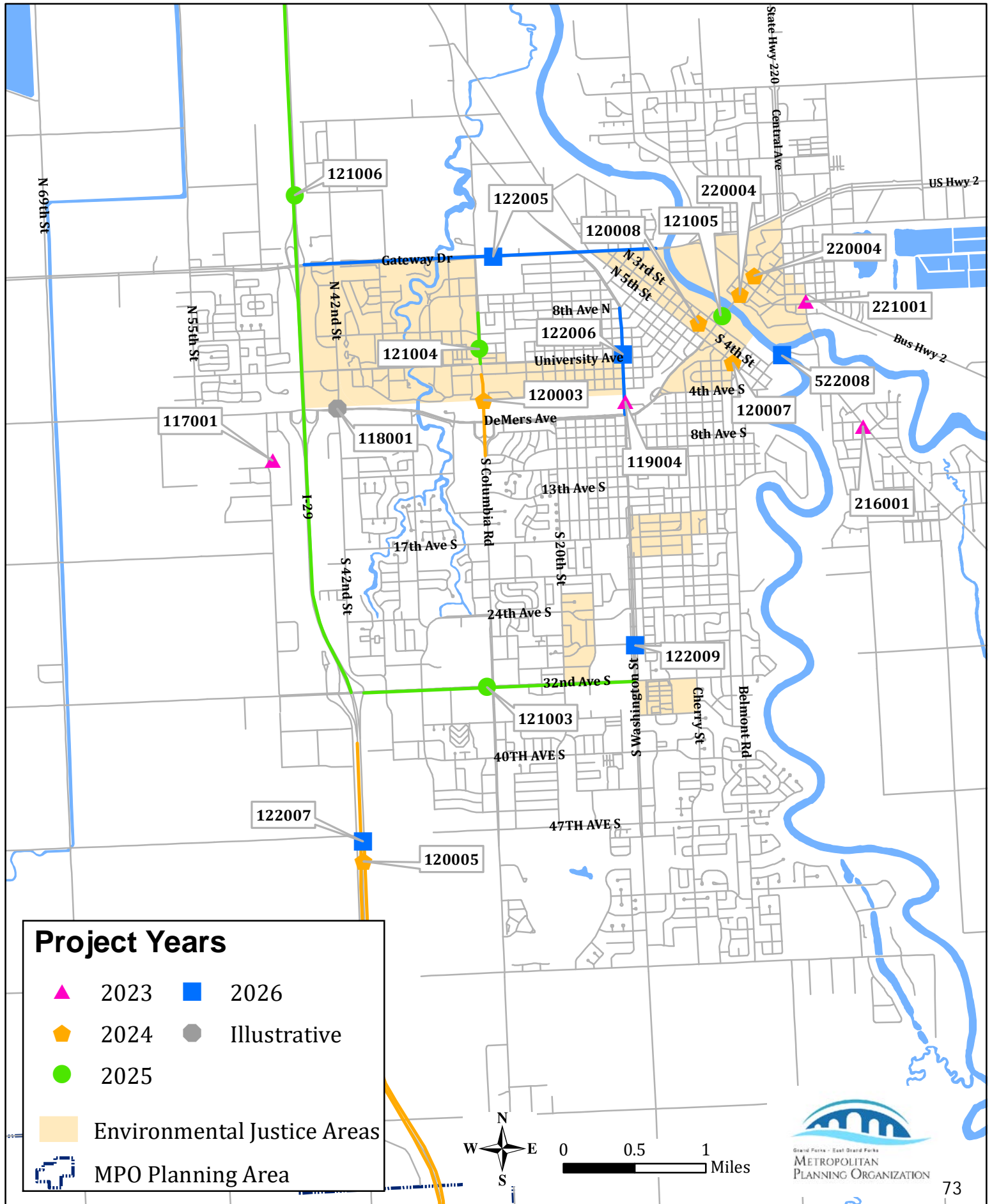
It should be noted here that most TIP projects are construction projects, which do have “negative” impacts to the nearby area during the time of construction, such as increased congestion, delays, detours, noise, or dust. Projects programmed in the TIP are at a very early stage of development. After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

There are example projects in the 2023-2026 TIP that either border or are partially within an identified EJ neighborhood. The projects are:

- Project 121004 and 120003 involves reconstruction and rehabilitating the one of the main corridors connecting an EJ neighborhood to medical and general commercial areas of the metropolitan area, providing benefit to the EJ neighborhood.
- Project 221001 is replacing the existing railroad signal, making for a reliable signal into the future.
- Project 220004 involves the safety improvements at traffic signals and ADA improvements.
- Projects involving transit generally will benefit the EJ neighborhood by continuing operations and maintaining state of good repair on capital assets.
- Project 1200008 will benefit the EJ neighborhood by reconstructing the street and enhancing the multi-modal facilities of the N. 4th St.
- Project 1200072 involves the construction of a roundabout in an EJ neighborhood. This will provide safer pedestrian crossing and lower crash possibility.

FIGURE 4-1: PROJECT LOCATIONS IN RELATION TO LOW-INCOME & MINORITY POPULATIONS

2023- 2026 Transportation Improvement Program



5 | FINANCIAL PLAN & FISCAL CONSTRAINT

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

FUNDING LEVELS & FISCAL CONSTRAINT ANALYSIS

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

MINNESOTA

HIGHWAY FUNDING

Partnering agencies, through the MPO, continues to work with the MnDOT District 2 through the designated Area-wide Transportation Partnership (ATP) to develop the list of transportation capital and operating assistance projects. Minnesota policy is to allow federal highway funds to pay for construction costs only, with a few exceptions. Right of way costs, utility relocation, design engineering, or construction engineering typically are not eligible under Minnesota policy even though they are eligible under federal policy. Polk County typically does not engage in the MPO TIP. Most of this section describes the City of East Grand Forks information. Local funding for East Grand Forks projects has been assured by the City Administrator's Office.

In District 2 ATP (Northwestern Minnesota), federal funding for street and highway improvements for cities over 5,000 (and for various other partnership members: MnDOT, counties, tribal councils, and forest service) is distributed according to targeted-funding amounts established by the ATP. Each ATP, in turn, receives a total target amount as determined by MnDOT central office. Similarly, MnDOT districts receive funding through each ATP with its partnership determining its own process for distributing transportation funding.

Specifics about the ATP Area II can be found here:

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

The District-2 ATP has developed a process to distribute sub-targeted, federal funding amounts to its partnership members. Sub-committees representing the various recipient groups determine how the sub-targeted amounts are distributed. For large urban areas, federal funding is rotated each year among the cities: East Grand Forks, Thief River Falls, Crookston, and Bemidji. East Grand Forks is scheduled to receive federal funding in 2022 for City Sub-Target allocations.

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

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

BIKEWAY FUNDING

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

TRANSIT FUNDING

Funding for the East Grand Forks City Bus is provided from 4 sources: Urbanized Area Formula Program - Section #5307 (formally Section 9) Operating Assistance, Minnesota State Aid, farebox revenues, and local funding from the City's General Fund. East Grand Forks also uses a smaller portion of its #5307 funds towards capital purchases. More recently, the State of Minnesota have been providing state revenues towards both operations and capital purchases. The City, via this state assistance, has expanded the operation to be more similar to that provided in Grand Forks.

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

NORTH DAKOTA

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

HIGHWAY FUNDING

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

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

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

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

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

SAFETY FUNDING

Highway Safety Improvement Program (HSIP) provides the primary federal funding towards safety projects. The purpose of these funds is to achieve a significant reduction in traffic

fatalities and serious injuries on all public roads, including non-State owned public roads and roads on tribal lands.

BIKEWAY FUNDING

Bikeway improvements are funded with ATP STBGP set-aside (Transportation Alternative Program) funds. Local match for bikeway improvements is funded with sale tax monies. The City of Grand Forks uses sale tax to fund both bikeway maintenance and projects. Bikeway maintenance includes the reconstruction of portions of the bikeway, which have deteriorated. New construction is funded either entirely with sales tax or to match other funds such as Entitlement monies. Each year bikeway maintenance is increased to keep up with rising construction and maintenance costs.

TRANSIT FUNDING

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

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

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

FINANCIAL PLAN

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

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

- **\$151 Million total**
 - \$117 Million in federal funds
 - \$9 Million in state highway funds
 - \$7 Million in other state transportation funds

- \$18 Million in local funds.

MINNESOTA

Funding and programming summaries of funding sources are shown in Table 5-1 and anticipated revenues and expenditures of local funds for the East Grand Forks area are shown in Table 5-2. The individual project listing shows the actual project cost and funding splits. Most federal transportation programs do not pay the 100% cost towards projects; typically, a match of at least 20% of the costs are from state or local funds. The individual project listings identify the source of funds towards the 100% cost estimate. Typically, the “OTHER” funds on the Minnesota side are Minnesota State Funds towards transit operation.

TABLE 5-1: MINNESOTA FUNDING SOURCES 2023-2025

Minnesota Side Funding Sources 2023-2026				
TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$7,515,855	\$3,450,258	\$146,782	\$2,932,121	\$898,662

TABLE 5-2: MINNESOTA FINANCES BY YEAR

Minnesota Side Finances by Year					
Revenues					
		2023	2024	2025	2026
Transit	Operations	\$716,570	\$738,060	\$760,810	\$783,015
Transit	Capital	\$0	\$182,000	\$0	\$193,000
Street	P.E.	\$0	\$0	\$0	\$0
Street	R.O.W.	\$0	\$0	\$0	\$0
Street	CONSTR.	\$1,793,000	\$1,200,000	\$0	\$1,150,000
	TOTAL	\$2,509,570	\$2,120,060	\$760,210	\$2,126,015
Expenditures					
		2023	2024	2025	2026
Transit	Operations	\$716,570	\$728,060	\$760,810	\$783,015
Transit	Capital	\$0	\$182,000	\$0	\$193,000
Street	P.E.	\$0	\$0	\$0	\$0
Street	R.O.W.	\$0	\$0	\$0	\$0
Street	CONSTR.	\$1,793,000	\$1,200,000	\$0	\$1,150,000
	TOTAL	\$2,509,570	\$2,120,060	\$760,210	\$2,126,015

East Grand Forks Transit has a balance of unobligated FTA 5307 funds and are available for obligation during the federal fiscal year for which they were apportioned plus five additional years. For example, funds appropriated in fiscal year 2018 are available until September 30, 2023. Any funds remaining unobligated at the end of the period of availability are added to the next year's program apportionment.

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

NORTH DAKOTA

Funding, and programming summaries of funding sources for the Grand Forks area is shown in Table 5-3. Funding revenues and expenditures are shown in Table 5-4. The individual project listing shows the actual project cost and funding splits.

TABLE 5-3: NORTH DAKOTA FUNDING SOURCES 2023-2026

North Dakota Side Funding Sources 2023-2026				
TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$144,051,292	\$113,512,887	\$9,357,658	\$3,980,352	\$17,036,036

TABLE 5-4: NORTH DAKOTA FINANCES BY YEAR

North Dakota Side Finances by Year					
Revenues					
		2023	2024	2025	2026
Transit	Operations	\$3,583,580	\$3,673,170	\$3,764,999	\$3,859,124
Transit	Capital	\$16,400	\$16,400	\$16,810	\$16,810
Street	P.E.	\$0	\$0	\$0	\$0
Street	R.O.W.	\$0	\$0	\$0	\$0
Street	CONSTR.	\$17,911,000	\$26,349,000	\$13,782,000	\$71,082,000
	TOTAL	\$21,510,980	\$30,038,570	\$17,563,809	\$74,957,934
Expenditures					
		2023	2024	2025	2026
Transit	Operations	\$3,583,580	\$3,673,170	\$3,764,999	\$3,859,124
Transit	Capital	\$16,400	\$16,400	\$16,810	\$16,810
Street	P.E.	\$0	\$0	\$0	\$0
Street	R.O.W.	\$0	\$0	\$0	\$0
Street	CONSTR.	\$17,911,000	\$26,349,000	\$13,782,000	\$71,082,124
	TOTAL	\$21,510,980	\$30,038,570	\$17,563,809	\$74,957,934

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

Grand Forks Transit has a balance of unobligated FTA 5307 funds. are available for obligation during the federal fiscal year for which they were apportioned plus five additional years. For example, funds appropriated in fiscal year 2018 are available until September 30, 2023. Any funds remaining unobligated at the end of the period of availability are added to the next year’s program apportionment.

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

YEAR OF EXPENDITURE

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

OPERATIONS AND MAINTENANCE (O&M)

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

Operation and maintenance of the transportation system entails the routine, daily services and repair needed to allow the use of the system. Items such as snow removal, sealing cracks, small pothole repair are examples. For purposes of transportation operations and maintenance (O&M), the financial summary shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways. Federal-aid highways are essentially the streets within the metro area that are functionally classified. A very small percentage of the total street system needs to be included in these O&M financial summaries.

Within each City, agreements are in place with the respective State DOT and City for the responsibility of O&M issues in their respective City. The one significant exception to this is the mileage of the Interstate System in Grand Forks; that remains the responsibility of NDDOT. Since the TIP covers the MPO Study Area versus just the city limits of both Grand Forks and East Grand Forks, this O&M summary must include information from both State Departments of Transportation. The basic method to calculate the O&M revenues and costs was to determine the pro rata share of federal aid system miles compared to the total miles within the respective area.

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

EAST GRAND FORKS, MINNESOTA

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

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

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

STATE OF MINNESOTA

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

The financial information for the O&M comes from the Budget. The percentage of federal aid streets was used as the method to calculate the O&M information for this TIP. This information is shown in Table 5-5. The revenue sources are from the Minnesota Highway User Tax Distribution Fund.

GRAND FORKS, NORTH DAKOTA

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

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

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

STATE OF NORTH DAKOTA

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

The financial information for the O&M comes from the Budget. The percentage of federal aid highways was used as the method to calculate the O&M information for this TIP. This information is shown in Table 5-5. The revenue sources are from the state highway tax distribution fund and other state revenue sources as available.

TABLE 5-5: OPERATIONS & MAINTENANCE FINANCIAL PLAN FOR FEDERAL AID SYSTEM

Operations and Maintenance Financial Plan							
Federal Aid System							
REVENUES				Year	Year	Year	Year
				2023	2024	2025	2026
Minnesota Fedral Aid System							
	MnDOT			\$ 284,696	\$293,237	\$302,034	\$311,095
	East Grand Forks	Total		\$ 232,175	\$239,140	\$246,314	\$253,704
		General Fund		\$ 220,074	\$226,676	\$233,477	\$240,481
		Fees		\$ 12,101	\$ 12,464	\$ 12,838	\$ 13,223
EXPENDITURES				Year	Year	Year	Year
				2023	2024	2025	2026
Minnesota Fedral Aid System							
	MnDOT			\$ 284,696	\$293,237	\$302,034	\$311,095
	City of East Grand Forks			\$ 218,847	\$225,412	\$232,175	\$239,140
REVENUES				Year	Year	Year	Year
				2023	2024	2025	2026
North Dakota Federal Aid System							
	NDDOT			\$ 596,202	\$614,088	\$632,511	\$651,486
	Grand Forks	Total		\$ 622,048	\$640,709	\$659,931	\$679,729
		Mill Levy		\$ 454,157	\$467,782	\$481,815	\$496,270
		Gas Tax		\$ 167,891	\$172,928	\$178,116	\$183,459
EXPENDITURES				Year	Year	Year	Year
				2023	2024	2025	2026
North Dakota Federal Aid System							
	NDDOT			\$ 596,202	\$614,088	\$632,511	\$651,486
	City of Grand Forks			\$ 622,048	\$640,709	\$659,931	\$679,729

CORONAVIRUS PANDEMIC RELIEF FUNDS

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

THE CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY (CARES) ACT

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

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

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

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021 (CRRSAA)

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

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

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

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

In North Dakota, a portion of CRRSAA funding was allocated based upon the existing urban roads distribution formula. Grand Forks received an apportionment of \$479,650 FY 2021 CRRSAA funds. Minnesota also received CRRSAA funding for HIP however, at the time of the 2022-2025 TIP publication, there is no estimate as to what appropriation level local jurisdictions (e.g. East Grand Forks) may receive. CRRSAA funds apportioned are available for obligation until September 30, 2024, or through FY 2024.

AMERICAN RESCUE PLAN ACT OF 2021 (ARP)

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

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

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

6 | PUBLIC ENGAGEMENT

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

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

2023-2026 TIP PUBLIC PARTICIPATION SUMMARY

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

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

Public meetings were held at various times and dates to invite the public to nominate projects for consideration for funding. Because each state has developed separate timelines for project submission, project nomination meetings begin as early as September 2021, and continue through January 2022. During this time, public meetings are announced and held to allow the public to comment upon the list of projects being submitted for funding consideration.

In December 2021, a public meeting was conducted to allow the public to comment upon the list of projects being proposed for the traditional street & highway and transit funds. This meeting concluded with the MPO approving a list of projects to be submitted to both state DOTs for consideration of funding. The Forks MPO also approved the listed projects as being consistent with the Forks MPO's MTP.

A public hearing was held on April 13, 2022, during a Forks MPO TAC meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2023-2026 for the Minnesota side. After closing the hearing, at which no comments were received, the project listings were approved by the MPO Executive Committee on April 20,

2022. The final listing of projects was approved on July 20, 2022 by the MPO Executive Committee, to be inserted with no changes into the final Forks MPO 2023-2026 TIP.

For the North Dakota side, a public hearing was held on July 13, 2022, during the Technical Advisory Committee meeting. The purpose of this hearing was to receive comments on the draft 2023-2026 TIP project listings. After the public hearing, at which no comments were received, the project listings were approved by the MPO Executive Committee on July 20, 2022.

The final public hearing was held on August 10, 2022, for consideration of a draft final TIP by the MPO TAC. Zero public comments were received and the MPO Board approved and adopted the document on August 17, 2022. Each hearing notice was placed in a non-legal section, in a two-column advertisement format, with a minimum 10-day advance printing prior to the hearing. A copy of the notice is attached in Appendix B. In addition, both the draft TIP document and the final TIP documents were posted on the MPO website prior to the public hearing dates. A copy of the website showing the final TIP document's availability is in Appendix B.

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

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

FIGURE 6-1: PUBLIC COMMENT DISPOSITION MATRIX

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

7 | MONITORING PROGRESS

Per Federal regulations, the MPO must submit annual updates for projects programmed in the TIP. NDDOT, as the lead state agency, has requested the Forks MPO focus on projects from the Annual Element of the FY2022-25 TIP. The following pages identifies for each project what the status of that project is.

The status of the projects programmed in the previous years' TIPs that are being carried over into this TIP have been updated with this TIP (FY 2023-2026).

FISCAL YEARS 2022 - 202589

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	PROJECT STATUS		
	RESPONSIBLE AGENCY	CLASSIFICATION								2022			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					Operations				
									Capital				
					P.E.								
					R.O.W.								
					CONSTR.								
					FUNDING SOURCE					TOTAL			
Grand Forks #ND3	Grand Forks	NA	Purchase scheduling and dispatching software Purchase Replacement bus shelters Purchase data management software	REMARKS:						Received State approval, won't be purchased until 2023.			
	No PCN	Grand Forks							Capital				Operations
Capital													514.00
No PCN	Fixed Route	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
			514.00	411.20			102.80	CONSTR.					
					FTA #5339 Capital					TOTAL	514.00		
Grand Forks #ND4	Grand Forks	NA	Purchase two replacement vehicles for the Demand Response service	REMARKS:						Received State approval, won't purchase until 2023.			
	No PCN	Grand Forks							Capital				Operations
Capital													94.00
No PCN	Fixed Route Paratransit and/or Senior Service	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
			94.00	94.00			0.00	CONSTR.					
					COVID-19 Funds					TOTAL	94.00		
Grand Forks #ND5	Grand Forks	NA	Funding to continue the Mobility Manager position	REMARKS: Funding awarded for only a portion of what was requested another funding opportunity is being solicited for remaining amount. AMENDED Nov 2021 to add funds						Received State approval, staff person working.			
	No PCN	Grand Forks							Capital				Operations
Capital													68.05
No PCN	Fixed Route Paratransit and/or Senior Service	Discretionary		68.05	59.41	0.00	0.00	8.64	P.E.				
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
					43.48	34.54			8.64	CONSTR.			
					FTA #5310					TOTAL	68.05		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	PROJECT STATUS		
	RESPONSIBLE AGENCY	CLASSIFICATION								2022			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
									Capital				
									P.E.				
									R.O.W.				
									CONSTR.				
				FUNDING SOURCE					TOTAL				
Grand Forks #ND6 PCN 22167	Grand Forks	N. Washington	Reconstruct the roadway, rehabilitate the structure and make sidewalks ADA compliant for the railroad underpass on US 81B (N. Washington St) just north of the intersection of ND 297 (DeMers Ave).	REMARKS: STIP shows as two separate projects Aproximately 50% funding through Regional Urban and other 50% funding through Rural Program Amended April 2021							Project was moved to 2023.		
	NDDOT	Principle Arterial							Operations				
									Capital				
									P.E.				
	Bridge Reconstruct	Discretionary							R.O.W.				
				11,150.00	9,024.00	1,063.00		1,063.00	CONSTR.	11,150.00			
				Urban Regional Secondary Roads Program					TOTAL	11,150.00			
Grand Forks #ND7 PCN 23191	Grand Forks	DeMers Overpass	Structural rehabilitation of the DeMers (ND297) Overpass of BNSF and 4th Ave S	REMARKS: Listed in the STIP as 4th Ave S (BNRR Overpass) 297-2.696 inspection caused project to move up one year AMENDED April 2021							Project in progress.		
	NDDOT	Principal Arterial							Operations				
									Capital				
									P.E.				
	Rehabilitation	Discretionary							R.O.W.				
				750.00	607.00	68.00		75.00	CONSTR.	750.00			
				Bridge Program					TOTAL	750.00			
Grand Forks #ND8 PCN 22871	Grand Forks	N. 4th St	reconstruction of N. 4th St between DeMers Ave and 1st Ave N including streetscaping components	REMARKS: Governor's Main Street Initiative							Project in progress.		
	Grand Forks	Minor Arterial							Operations				
									Capital				
									P.E.				
	Reconstruction	Discretionary							R.O.W.				
				2,305.00	1,631.00			673.80	CONSTR.	2,305.00			
				Urban Grant Program					TOTAL	2,305.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	PROJECT STATUS			
	RESPONSIBLE AGENCY	CLASSI- FICATION								2022				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									Capital					
									P.E.					
								R.O.W.						
								CONSTR.						
				FUNDING SOURCE					TOTAL					
Grand Forks #ND9 PCN 22909	Grand Forks	US Bus2	complete a chip seal on US Bus2 (N. 5th St) between DeMers Ave and Gateway Dr	REMARKS:						Project has been bid.				
	NDDOT	Minor Arterial							Operations					
									Capital					
				P.E.										
	Rehabilitation	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
100.00			81.00	9.00	0.00	10.00	CONSTR.	100.00						
Urban Regional Secondary Roads Program					TOTAL	100.00								
Grand Forks #ND10 PCN 23194	Grand Forks	32nd Ave S	convert a gavel surfaced multi-use trail into a hard surfaced multi-use trail between S. 48th St and Heartland Dr.	REMARKS: Recent award of funds due to newly available funding Amended April 2021 Modified January 2022 to remove PE from Total 302.00						Project in progress.				
	Grand Forks	Minor Arterial							Operations					
									Capital					
				P.E.	90.00									
	New Construction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
392.00			236.00			156.00	CONSTR.	302.00						
Transportation Alternative Program					TOTAL	392.00								
Grand Forks #ND11 PCN 23192	Grand Forks		perform maintenance work on the bike/ped underpass structure on S. Washington St. (US 81B) near 24th Ave S.	REMARKS: Inspection of structure identified need to have this project New project Amended April 2021						Project in progress.				
	NDDOT								Operations					
									Capital					
				P.E.										
	Preventative Maint.			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
50.00			40.50	4.50		5.00	CONSTR.	50.00						
Urban Regional Secondary Program					TOTAL	50.00								

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

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

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	PROJECT STATUS		
	RESPONSIBLE AGENCY	CLASSI- FICATION								2022			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations				
									Capital				
									P.E.				
									R.O.W.				
							CONSTR.						
				FUNDING SOURCE					TOTAL				
Grand Forks #ND14a PCN 23323	Grand Forks	I29	convert lighting to LED I29 interchange with 32nd Ave S.	REMARKS: AMENDED Nov 2021 to add project						Project has been bid.			
	NDDOT	Interstate							Operations				
									Capital				
				P.E.									
	Rehabilitation	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				10.00	8.00	2.00			CONSTR.	10.00			
Urban Regional Primary Program					TOTAL	10.00							
Grand Forks #ND14b PCN 23442	Grand Forks	US #2	Chip Seal treatment on US#2 in both directions between N. 69th St and GF County Highway #2	REMARKS: Larger project with only eastern 3 miles within MPO Area Amended February 2022 to add project						Project in progress.			
	NDDOT	Principle Arterial							Operations				
									Capital				
				P.E.									
	Preventive Maintenance	Disrectionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				282.24	225.79	56.45			CONSTR.	282.24			
					TOTAL	282.24							
Grand Forks #ND14c PCN	Grand Forks	District wide	Pavement marking on various US/ND highways within NDDOT - Grand Forks District	REMARKS: W/within MPO Area, being done on I29 only Amended February 2022 to add project						Project in progress.			
	NDDOT	varies							Operations				
									Capital				
				P.E.									
	Pavement Markings	Discretionery		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				1,386.25	1,109.00	277.25			CONSTR.	1,386.25			
					TOTAL	1,386.25							

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	PROJECT STATUS						
	RESPONSIBLE AGENCY	CLASSI- FICATION								2022							
										Operations							
										Capital							
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.									
								R.O.W.									
								CONSTR.									
			FUNDING SOURCE					TOTAL									
Grand Forks #122004 PCN 23609	Grand Forks	12 Ave NE	Rail safety improvements at the exsiting 12th Ave NE (Merrifield Rd) crossing at the southern part of the MPO study area boundary.	REMARKS: New project added June 2022 The cost under Other is being paid by the Railroad.						Project in progress.							
	NDDOT	RR Crossing							Operations								
									Capital								
									P.E.								
	Railroad Crossing	Entitlement							TOTAL					FEDERAL	STATE	OTHER	LOCAL
83,200			27,200		56,000		CONSTR.	83,200									
Section 130 Rail Safety					TOTAL	83,200											
Grand Forks			Intentionally left blank	REMARKS:													
									Operations								
									Capital								
									P.E.								
									TOTAL					FEDERAL	STATE	OTHER	LOCAL
						CONSTR.											
					TOTAL												
Grand Forks			Intentionally left blank	REMARKS:													
									Operations								
									Capital								
									P.E.								
									TOTAL					FEDERAL	STATE	OTHER	LOCAL
						CONSTR.											
					TOTAL												

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

FY 2022 Grouped Projects						
Project Phase	AMENDED Nov 2021 to identify the cost estimates for each phase.	TOTAL	FEDERAL	STATE	OTHER	LOCAL
Preliminary Engineering (PE)		1,000.00	809.30	90.70	0.00	100.00
Right of Way (ROW)		0.00	0.00	0.00	0.00	0.00
Utilities		0.00	0.00	0.00	0.00	0.00

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

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022 - 2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	PROJECT STATUS			
	RESPONSIBLE AGENCY	CLASSI- FICATION								2022				
									PROJECT TYPE	FUNDING STATUS	Operations			
											Capital P.E.			
PROJECT NUMBER				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
				FUNDING SOURCE					TOTAL					
East Grand Forks #MN1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 36 hours of revenue service daily. Bus for the period January 1, 2022 to December 31, 2022 (Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$530,000 The Federal and Local revenues may be replaced by CARES Estimated fare is \$4,500 Other is MN Transit Formula Funds							In progress.			
	East Grand Forks	Operations							TRF-0018-22B	Operations				552.59
			Capital							0.00				
	Fixed-Route Transit Service	Entitlement		P.E.	NA									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
				552.59	120.00	0.00	342.47	85.62	CONSTR.	NA				
			FTA 5307					TOTAL	552.59					
East Grand Forks #MN2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2022 to December 31, 2022. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$15,900 The Local revenues may be replaced by CARES Other is MN Transit Formula Funds							In progress.			
	East Grand Forks	Operations							TRF-0018-22A	Operations			143.10	
			Capital							0.00				
	Paratransit Service for Disabled Persons	Entitlement		P.E.	NA									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
				143.10	0.00	0.00	108.12	19.08	CONSTR.	NA				
			State Transit Funds					TOTAL	143.10					
East Grand Forks #MN3	East Grand Forks	NA	Purchase Class 400 replacemmnt vehicle for Demand Response	REMARKS FTA 5339- Bus and Bus Facilities Formula Funds will be used instead of FHWA STPBG							State awarded, purchase in 2023.			
	East Grand Forks	Capital							TRF-0018-22E	Operations			0	
			Capital							188,000				
	Paratransit Service for Disabled Persons	Entitlement	TRS-0018-22TA	P.E.	NA									
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA				
				188,000	159,800		9,400	18,800	CONSTR.	NA				
			FHWA STPBG Program flexed					TOTAL	188,000					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2022-2025

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	PROJECT STATUS					
	RESPONSIBLE AGENCY	CLASSIFICATION								2022						
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.			
				FUNDING SOURCE					TOTAL							
East Grand Forks #MN4	East Grand Forks	US 2		WBL - FROM 5TH AVE NE (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING	REMARKS: Project being physically done in FY2021 Project being fiscally done in FY2022						Project completed.					
	MnDOT	Principal Arterial	Project # 6001-61							Operations						0.00
				Capital						0.00						
	Rehabilitation	Discretionary		P.E.	NA											
				R.O.W.	NA											
				CONSTR.	9,387.21											
District Managed Program					TOTAL	9,387.21										
East Grand Forks #MN5	East Grand Forks	Bygland Rd	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout	REMARKS:- Other costs are non-construction costs. Other Revenue is MN State Aid. AMENDED Nov 2021 to shift to 2023					Other	Project moved to 2023						
	East Grand Forks	Minor Arterial							Project # 119-119-013						Operations	0.00
			Capital												0.00	
	Reconstruction	Discretionary		P.E.	NA											
				R.O.W.	NA											
				CONSTR.	1,493.00											
NWATP City Sub-target					TOTAL	1,493.00										
East Grand Forks #MN6	East Grand Forks	Mn220 N	Project entails refurbishing traffic signals at intersection with 14th St NW, make ped improvements at intersection of US 2 and at 17th St NW; includes signal enhancements.	REMARKS:						Project completed.						
	MnDOT	Minor Arterial							Project #6017-44						Operations	0.00
			Capital												0.00	
	Rehabilitation	Discretionary		P.E.	NA											
				R.O.W.	NA											
				CONSTR.	410.00											
District Managed Program					TOTAL	410.00										

PART 4: APPENDICES

APPENDIX A: FY2021 ANNUAL LISTING OF OBLIGATIONS SUMMARY

The Transportation Improvement Program (TIP) serves as the four-year capital program of transportation projects that are wholly or partially paid for with funding from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). To ensure that the public has an accurate understanding of how federal funds are spent on transportation projects, the FAST Act includes a requirement that the organizations responsible for approving the TIP publish an Annual Listing of Obligated Projects for the most recently completed fiscal year. This covers federal obligations for Federal Fiscal Year (FFY) 2021 from the FY 2021-2024 TIP. See: https://www.theforksmpo.org/resources/transportation_improvement_plan_tip

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

For FFY 2021, project sponsors obligated approximately \$24.12 million in federal transportation funding for a variety of state, county, and local transportation projects in the MPO. This included over \$24.12 million in FHWA funding for highway projects (compared to \$36.17 million programmed) and over \$0.12 million in FTA funding for transit projects (compared to \$4.83 million programmed).

The TIP had programmed \$41.05 million towards with \$28.56 million being from federal programs. The obligations resulted in \$33.23M being committed toward projects in 2021, with \$24.12M being from federal programs. This is a difference of \$4.44M between what was programmed versus what was obligated in federal funds.

A total of 24 projects were listed. 18 had funds obligated towards them that we were able to get information on; 0 were delayed one year. One project on the North Dakota side was dropped.

One of the programmed projects on the Minnesota side has not yet been obligated.

FY2021 Annual Listing Obligations							
ND Side		Obligated	\$ 32,503,800	\$ 23,858,630	\$ 2,706,230	\$ -	\$ 5,938,950
		TOTAL		FEDERAL	STATE	OTHER	LOCAL
		Programmed	\$ 39,696,520	\$ 28,148,650	\$ 3,320,800	\$ 912,350	\$ 7,320,160
MN Side		Obligated	\$ 730,640	\$ 257,000	\$ 274,400	\$ -	\$ 1,992,400
		TOTAL		FEDERAL	STATE	OTHER	LOCAL
		Programmed	\$ 1,353,450	\$ 407,000	\$ 238,000	\$ 445,430	\$ 263,020
TOTAL		Obligated	\$ 33,234,440	\$ 24,115,630	\$ 2,980,630	\$ -	\$ 7,931,350
		TOTAL		FEDERAL	STATE	OTHER	LOCAL
		Programmed	\$ 41,049,970	\$ 28,555,650	\$ 3,558,800	\$ 1,357,780	\$ 7,583,180

APPENDIX B: PUBLIC COMMENTS

Document starts on the following page.



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Draft and Minnesota Final MPO 2023 to 2026 Transportation Improvement Program (TIP) project listings. The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held during a regular, monthly meeting of the MPO's Technical Advisory Committee (TAC). The meeting is held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks, MN. Due to the COVID-19 public health emergency, some members of the MPO's TAC may be participating virtually. The hearing will be held at 1:30 PM on July 13th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

The draft TIP lists all transportation improvement project programmed to be completed between the years of 2023 to 2026 in the MPO study area. A copy of the draft TIP is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the proposed amendment can be submitted to the email address info@theforksmpo.org until noon on July 13th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented.

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

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



PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the MPO 2023 to 2026 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will start at 11:00 AM on September 12th. The public, particularly special and private sector transportation providers, are encouraged to consider providing input.

The Final TIP lists all transportation improvement projects programmed to be completed between the years of 2023 to 2026. A copy of the Final TIP is available for review and comment at the MPO website www.theforksmpo.org. Written comments on the Final TIP can be submitted to the email address info@theforksmpo.org until 10:00 AM on September 12th. All comments received prior to 10:00 AM on the meeting day will be considered part of the record of the meeting as if personally presented. If substantial changes occur to the document due to comments received, the MPO will hold another public hearing on the changes.

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

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ND Side Draft And MN Side Final 2023-2026 TIP (Public Hearing)

From: Grand Forks-East Grand Forks MPO (peggy.mcnelis@theforksmmpo.org)

To: teri.kouba@theforksmmpo.org

Date: Tuesday, July 5, 2022 at 09:16 AM CDT

NORTH DAKOTA DRAFT AND MINNESOTA FINAL 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECT LISTINGS (PUBLIC NOTICE)



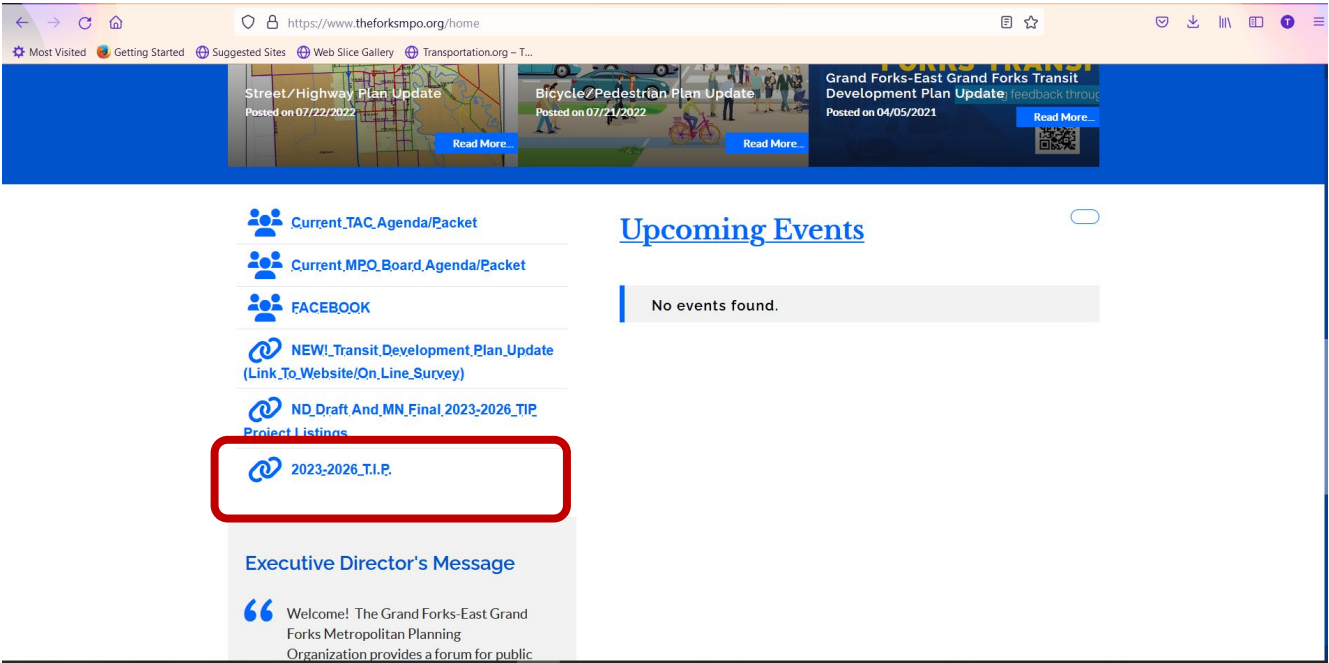
PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Draft and Minnesota Final MPO 2023 to 2026 Transportation Improvement Program (TIP) project listings. The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held during a regular, monthly meeting of the MPO's Technical Advisory Committee (TAC). The meeting is held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave, East Grand Forks, MN. Due to the COVID-19 public health emergency, some members of the MPO's TAC may be participating virtually. The hearing will be held at 1:30 PM on July 13th. The public, particularly special and private sector transportation providers, are encouraged to provide input via email.

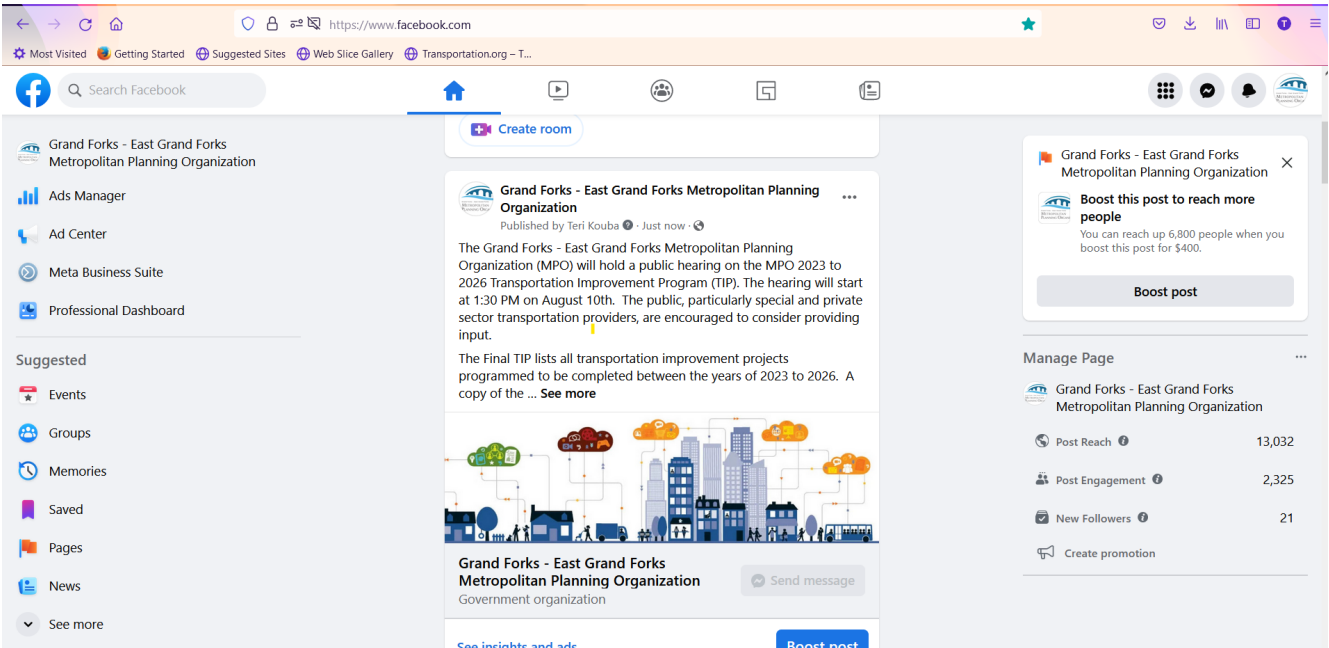
The draft TIP lists all transportation improvement project programmed to be completed between the years of 2023 to 2026 in the MPO study area. A copy of the draft TIP is available for review and comment at the MPO website www.theforksmmpo.org. Written comments on the proposed amendment can be submitted to the email address info@theforksmmpo.org until noon on July 13th. All comments received prior to noon on the meeting day will be considered part of the record of the meeting as if personally presented.

For further information, contact Stephanie Halford at 701/746/2660. The GF-EGFMPO will make every reasonable accommodation to provide an accessible meeting facility for all persons. Appropriate provisions for the hearing and visually challenged or persons with limited English Proficiency (LEP) will be made if the meeting conductors are notified 5 days prior to the meeting date, if possible. To request language interpretation, an auxiliary aid or service (i.e., sign language interpreter, accessible parking, or materials in alternative format) contact Stephanie

MPO Website



Facebook



APPENDIX C: NDDOT & MNDOT CHECKLISTS

Document starts on the following page.

NORTH DAKOTA MPO TIP CHECKLIST

Metropolitan Planning Organization (MPO): GF-EGF MPO

TIP Period: 2023-2026

Date: August 2022

	DESCRIPTION	RESPONSE TYPE	MPO RESPONSE	NDDOT USE ONLY	COMMENTS
General	Prepared in cooperation with the NDDOT and Transit Operator?	Yes/No	Yes		
	Approved by MPO Policy Board?	Yes/No	Yes		
	<i>Date of approval</i>	Date			
	Approved by Governor or designee?	Yes/No			
	<i>Date of approval</i>	Date			
	Public involvement outreach consistent with Public Participation Plan?	Yes/No	Yes		
	<i>Date of public advertisement</i>	Date			
	<i>Date of public meeting</i>	Date			
	TIP covers 4 years?	Yes/No	Yes		
	Includes all projects proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53?	Yes/No	Yes		
	Includes other federally funded projects?	Yes/No/NA	NA		
	Projects are consistent with LRTP?	Yes/No	Yes		
	<i>TIP projects within short term of LRTP?</i>	Yes/No	Yes		
	<i>Amendment required to address consistency?</i>	Yes/No	No		
<i>Date of approval</i>	Date/NA				
Project Level	Sufficient project scope is provided?	Yes/No	Yes		
	Total project cost is listed?	Yes/No	Yes		
	<i>Federal funding identified?</i>	Yes/No	Yes		
	<i>Match funding identified?</i>	Yes/No	Yes		
	<i>Sources of federal and match funding provided?</i>	Yes/No	Yes		
	<i>Recipient of the project funding identified?</i>	Yes/No	Yes		
	Regionally Significant projects listed?	Yes/No	Yes		
	ADA Transition Plan projects listed?	Yes/No	No		
	Small scale projects are grouped?	Yes/No/NA	Yes		
	<i>Function</i>	Yes/No/NA	No		
	<i>Geographical area</i>	Yes/No/NA	No		
<i>Work type</i>	Yes/No/NA	Yes			
Financial	Program is fiscally constrained?	Yes/No	Yes		
	<i>By project?</i>	Yes/No	Yes		
	<i>By year?</i>	Yes/No	Yes		
	Operations and Maintenance identified?	Yes/No	Yes		
	<i>O&M for Federal aid highways?</i>	Yes/No	Yes		
	<i>O&M for public transportation?</i>	Yes/No	Yes		
	Project cost estimates are appropriate for improvement type?	Yes/No	Yes		
	Revenue and cost estimates account for year of expenditure?	Yes/No	Yes		
	TIP identifies Illustrative Projects?	Yes/No/NA	Yes		
	49 U.S.C. Chapter 53 funding identified in the first year of the TIP is less than funding committed to the MPA?	Yes/No	Yes		
	Are subsequent years based off of funding committed or reasonably expected through 49 U.S.C. Chapter 53?	Yes/No	Yes		
Other	TIP identifies criteria and process for prioritizing implementation into the LRTP?	Yes/No	Yes		
	Major projects from previous TIP listed?	Yes/No	Yes		
	TCM projects given priority, if identified in SIP?	Yes/No/NA	NA		
	TIP conforms to the requirements of 23 U.S.C. 134; further codified in 23 CFR 450?	Yes/No	Yes		

MPO Executive Director: _____

Date: _____

NDDOT Local Government Division, MPO Coordinator: _____

Date: _____

Minnesota MPO TIP Checklist

MPO: GF-EGF MPO

Contact name: Stephanie Halford, Executive Director

TIP time period: FY2023-2026

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

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

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

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	Financial Tables
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	Project Listings
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	Project Listings
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	Financial tables
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		Not Applicable
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	P 17-20 and refer to TIP Procedural Manual
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	Chapter 7
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		State Question
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	Appendix A.

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

MPO comments:

NONE

APPENDIX D: TIP AMENDMENT/MODIFICATION POLICY

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

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

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

CRITERIA DIFFERENTIATING TIP AMENDMENTS AND TIP ADMINISTRATIVE MODIFICATIONS

Amendments are required for:

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

Administrative Modifications can be made for:

- Any revisions that do not meet the Amendment criteria listed above, such examples as:
 - Changes in a project's programmed amount less than 25%;
 - Minor changes to the scope of a project;

- Adding or deleting a project development phase of a project (Env. Doc, PE, Design, ROW, Constr. or Other) without major changes to the scope to the project;
- Minor changes to funding sources of a project in the TIP;
- Changing a project's lead agency when agreed upon by the two agencies affected.
- Changes made to an existing project's amount of local or state non-matching funds provided no other funding, scoping or termini changes are being made to the project;

WHEN REVISIONS CAN BE MADE TO THE TIP

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

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

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

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

REVISING TIP POLICIES AND PROCEDURES

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

- Appendices Changes
 - The GF/EGF MPO staff may update the appendices to this document as necessary. All MPO committees, the MPO Board and all lead agencies shall be notified of such changes with appropriate explanation. Revised documents will be distributed and posted on the GF/EGF MPO website.
- Substantive Changes
 - All other changes shall be brought before the TAC for their review and recommendations. The MPO Board shall approve all substantive changes. Revised documents will be distributed and posted on the GF/EGF MPO website.

APPENDIX E: NWATP ATIP OF MPO STUDY AREA

Document starts on the following page.

Prime SP #	Rte_Sys	Projnum	#Year	Agency2	MPO	Description (TECHNICAL DESCRIPTION)	Length	Program	Secondary Work Type 1	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	FTA	State TH	Other
60-00137	HIGHWAY MSAS 119	60-00137	2023	MNDOT	Grand Forks-E Grand Forks MPO	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 119, 2ND AVE NE, EAST GRAND FORKS, POLK COUNTY	0.0	SR-SAFETY RAIL	R.R X-ING IMPROVEMENTS	RRS	300,000	-	270,000	-	-	30,000
119-119-013	HIGHWAY MSAS 119, HIGHWAY MSAS 129	119-119-013	2023	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS, INTERSECTION OF BYGLAND ROAD & RHINEHART DRIVE, CONSTRUCT ROUNDABOUT (CAPPED \$860,000)	0.3	RC-RECONSTRUCTION	ROUNDABOUT	STBGP 5K-200K	1,493,000	860,000	-	-	-	633,000
TRF-0018-23A	TRANSIT	TRF-0018-23A	2023	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	LF	147,400	-	-	-	-	147,400
TRF-0018-23B	TRANSIT	TRF-0018-23B	2023	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	569,170	-	-	123,600	-	445,570
TRF-0018-24A	TRANSIT	TRF-0018-24A	2024	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	LF	151,820	-	-	-	-	151,820
TRF-0018-24B	TRANSIT	TRF-0018-24B	2024	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	586,240	-	-	127,310	-	458,930
TRS-0018-24C	TRANSIT	TRS-0018-24C	2024	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	CITY OF EAST GRAND FORKS PURCHASE ONE (1) CLASS 400 LF REPLACEMENT GAS BUS	0.0	TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	182,000	-	145,600	-	-	36,400
6001-68	HIGHWAY US 2B	6001-68	2024	MNDOT	Grand Forks-E Grand Forks MPO	**PRS**: US 2B, IN EAST GRAND FORKS, AT 2ND ST NW & 4TH ST NW, SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS	0.2	TM-TRAFFIC MANAGEMENT	TRAFFIC SIGNAL REVISION	NHPP	1,200,000	643,218	-	-	146,782	410,000
TRF-0018-25A	TRANSIT	TRF-0018-25A	2025	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	LF	156,380	-	-	-	-	156,380
TRF-0018-25B	TRANSIT	TRF-0018-25B	2025	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA	603,830	-	-	131,130	-	472,700
TRS-0018-26A	TRANSIT	TRS-0018-26A	2026	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	CITY OF EAST GRAND FORKS PURCHASE ONE (1) CLASS 400 LF REPLACEMENT GAS BUS	0.0	TRANSIT (TR)	TRANSIT VEHICLE PURCHASE	STPSK-200K	193,000	-	154,400	-	-	38,600
TRF-0018-26A	TRANSIT	TRF-0018-26A	2026	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	LOCAL NON-PAR	161,070	-	-	-	-	161,070
TRF-0018-26B	TRANSIT	TRF-0018-26B	2026	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	URBANIZED AREA FORMULA (B9)	TRANSIT OPERATIONS	FTA5307 (B9)	621,945	-	-	135,000	-	486,945
119-113-008	HIGHWAY MSAS 113	119-113-008	2026	EAST GRAND FORKS	Grand Forks-E Grand Forks MPO	IN GRAND FORKS AND EAST GRAND FORKS, MSAS 113, REHAB THE POINT BRIDGE (MN BR #60506) (ND BR #0000GF02) OVER THE RED RIVER OF THE NORTH, INCLUDES MILL AND OVERLAY OF THE BRIDGE APPROACH ON 1ST ST SE IN EAST GRAND FORKS (CAPPED \$860,000) (FINAL DESCRIPTION TBD)	0.0	BI-BRIDGE IMPROVEMENT AND REPAIR	BRIDGE REPAIR	STBGP 5K-200K	1,150,000	860,000	-	-	-	290,000