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Grand Forks - East Grand Forks  
Metropolitan Planning Organization

# **MINNESOTA SIDE TRANSPORTATION IMPROVEMENT PROGRAM**

**2018 - 2021**

**August, 2017**

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FISCAL YEARS 2018 – 2021

MINNESOTA SIDE

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE  
GRAND FORKS - EAST GRAND FORKS  
METROPOLITAN AREA

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

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**A RESOLUTION APPROVING FY 2018 - FY 2021  
MINNESOTA SIDE  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE  
GRAND FORKS-EAST GRAND FORKS METROPOLITAN AREA**

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

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

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

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

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

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

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

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

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

**WHEREAS**, the Technical Advisory Committee has recommended approval of the TIP after having held a public hearing on the TIP on August 9, 2017.

**NOW, THEREFORE, BE IT RESOLVED**, that the Grand Forks-East Grand Forks Metropolitan Planning Organization adopts the Grand Forks-East Grand Forks Metropolitan Area Minnesota Side Transportation Improvement Program for the FY 2018 to FY 2021

program period as being consistent with the Long Range Transportation Plan and the area's plans and program included therein.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ken Vein, Chairman

\_\_\_\_\_  
Date

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

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

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

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

**WHEREAS**, the Grand Forks - East Grand Forks MPO has a Transportation Plan composed of a Metropolitan Transportation Plan (adopted December 18, 2013); and

**WHEREAS**, the Technical Advisory Committee of the Grand Forks - East Grand Forks MPO has recommended that this 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 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

\_\_\_\_\_  
Ken Vein  
Chairman

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

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## INTRODUCTION

The Minnesota side Transportation Improvement Program (TIP) for the Grand Forks - East Grand Forks area lists the significant transportation system improvements to be implemented during the next four years. The 2018-2021 TIP is submitted under the Fixing America's Surface Transportation (FAST) Act. This Act was adopted in 2015 to authorize federal transportation programs through 2020.

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

Federal requirements stipulate each state must develop a Statewide Transportation Program (STIP), and project selection must be performed in cooperation with the MPOs. Similarly, local TIP's must be developed in cooperation with the State. The TIP is updated annually, and encompasses a 4-year time period. In order to remain consistent with these requirements, projects programmed for 2018 are considered the Annual Element, and Program Years 2019, 2020 and 2021 are designated as Future Year projects.

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

The MPO staff worked with the local communities and State Departments of Transportation to prepare the FY 2018-2021 Minnesota side Transportation Improvement Program for the Grand Forks-East Grand Forks Metropolitan Area. The MPO has utilized its project prioritization process as documented in its TIP Process Manual.

## **TRANSPORTATION PLAN**

The 2040 Long Range Transportation Plan documents the multi-modal transportation planning process, which is established in the area to identify, evaluate, and implement transportation system improvements. System improvements comprise all highway, transit, bikeway, and pedestrian walkway improvements designed to meet travel demands during the next 20+ years. In the Grand Forks - East Grand Forks area, the Transportation Plan contains several sections, which address street and highway, transit, bikeway, and pedestrian projects.

### Street and Highway Section

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

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

The second time-frame focuses more on problems projected into the near future. As the metropolitan area grows, additional traffic will create problems that do not exist today. These projects should not appear in this TIP document. Projects can be moved into the first time-frame after additional studies are made, and the Plan is amended. Additionally, the Plan is updated every five years so a project can shift based upon the best available data and analysis. The last time frame covers the remaining years out to 2040.

### Transit Section

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

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

### Bikeway Section

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

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

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

### Pedestrian Section

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

The MPO is working on updating the ADA Curb Cut Ramps Transition Plan for the metropolitan area. An important item in this update was the requirement for the installation of truncated domes. This was an original ADA standard design that was placed on hiatus until additional studying could be done. The hiatus status was allowed to expire without any modifications to the original standard. Truncated domes are now required although an exception is allowed for ramps constructed during a specific period of time. Please refer to the ADA regulations for further information.

## **PLANNING FACTORS**

The MPO is required to plan and programmed based upon the following identified planning Factors. Since this is required, the MPO has adopted these factors as its goals for its Metropolitan Transportation Plan. The following narrative describes some the transportation projects as examples of how the MPO addresses each factor.

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

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

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

The Bridge project for the Kennedy Bridge is expected to improve a safer crossing for all users. Transportation Alternative funds ae being programmed for Safe Routes to School educational and promotional activities for East Grand Forks students..

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

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

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

The proposed Kennedy Bridge major rehabilitation project is expected to provide accommodation for bicyclists and pedestrians whereas currently these two modes are severely underserved by this structure. All street projects included provisions for pedestrian and bicyclists.

The purchase of additional transit vehicles will add additional options for transit dependent people to use, and will provide additional capacity during peak periods. The East Grand Forks transit service will expand to now include night service for both fixed route and paratransit operations.

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

Transit operations are programmed to provide both fixed route and demand

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

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

Transportation Alternative Program funds under MAP-21/FAST help the area to take an aggressive approach to expanding and improving bicycle and pedestrian facilities. A sidewalk connecting a neighborhood to an elementary school will be done with these funds in 2021. In 2018, several projects are being done to install multi-use trails further advances this Factor.

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

#### Factor 7 - Promote Efficient System Management and Operation:

All projects programmed support this factor as it is intended to improve the system, the projects promote more efficient management and operations. The US 2 westbound lane pavement project in 2021 is programmed to modify the intersection of US 2 and US Bus 2. The modification will may provide an acceleration lane for traffic turning from US Bus 2 onto the eastbound lane of US 2. The project development phase of this programmed project will further study this intersection and make final decision on the type of modification.

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

Several projects programmed in the TIP support this factor. Additionally, the Kennedy Bridge over the Red River is programmed to have work done to it that will preserve the vital crossing for the transportation system. East Grand Forks will be reconstructing a portion of Rhinehart Drive and improving the east approach to the Point Bridge.

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

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

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

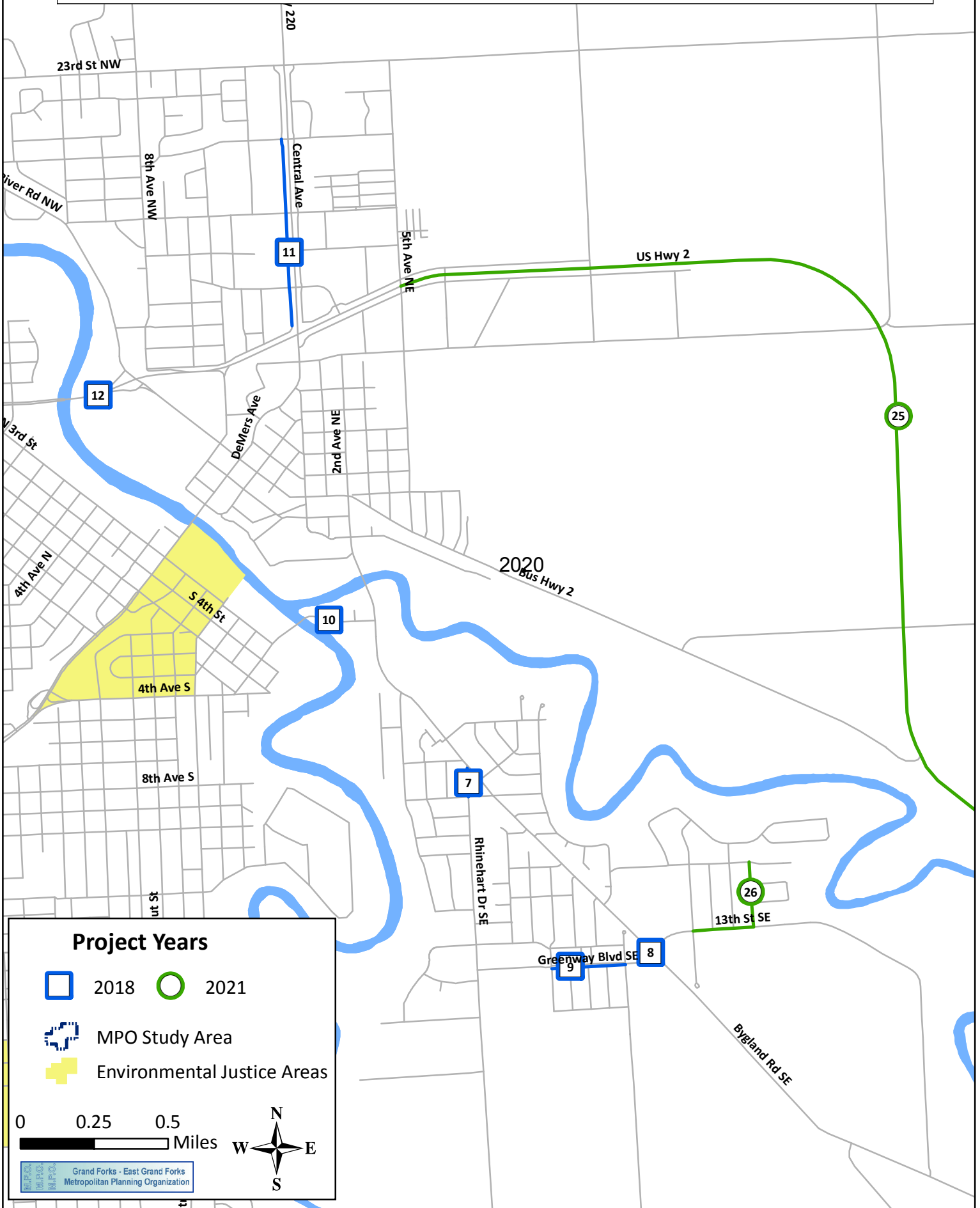
By incorporating these principles into the transportation planning process, the MPO will be able to make better transportation decisions to meet the needs of all people, improve the public involvement process, and improve data collection and monitoring, all of which lead to better design of transportation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

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

Map 1 displays the locations of the 2018-2021 Minnesota side TIP projects and their spatial relationship to metropolitan populations (census block groups) that have been identified as MLIPs. A situation of particular concern from an EJ standpoint would be a grouping of projects in or around a MLIP, or a particular MLIP being impacted in more than one year, which may be an indication of disproportionately adverse health or environmental effects on that neighborhood.

Overall, the TIP projects for 2018-2021 appear to be well dispersed temporally and spatially throughout the metropolitan area. Thus, any negative impacts resulting from the implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

# 2017- 2020 Transportation Improvement Program



# FEDERAL URBAN ASSISTANCE AND FINANCIAL FUNDING SOURCE SUMMARY

## EAST GRAND FORKS, MINNESOTA

### Highway Funding

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

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

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

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

The Area II ATP has developed a process to distribute sub-targeted, federal funding amounts to its partnership members. Sub-committees representing the various recipient groups determine how the sub-targeted amounts are distributed. For large urban areas, federal funding is rotated each year among the cities. East Grand Forks is scheduled to receive federal funding in 2018 for City Sub-Target allocations.

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



### Bikeway Funding

Similar to highway funding, bikeway improvements are funded with ATP STP Transportation Alternative Program funds. The ATP sub-targets around \$500,000 per year for the region to compete for. East Grand Forks has been successful in obtaining funds from this program in the past. Typically, local match funds are provided through the state aid account.

### Transit Funding

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

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

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

<b>Table #1</b>				
<b>Minnesota Side Funding Sources</b>				
<b>2018-2021</b>				
<small>(shown in \$1,000)</small>				
<b>TOTAL</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>OTHER</b>	<b>LOCAL</b>
<b>\$15,344.75</b>	<b>\$10,026.00</b>	<b>\$2,160.00</b>	<b>\$2,684.00</b>	<b>\$475.75</b>

<b>TABLE 2</b>					
<b>Minnesota Side Finances 2018-2021</b>					
<b>Revenues</b>					
<i>(shown in \$1,000)</i>					
		<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Transit</b>	<b>Operations</b>	<b>\$475.00</b>	<b>\$659.00</b>	<b>\$440.00</b>	<b>\$451.00</b>
<b>Transit</b>	<b>Capital</b>	<b>\$610.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$180.00</b>
<b>Street</b>	<b>P.E.</b>	<b>\$284.00</b>	<b>NA</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>R.O.W.</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>CONSTR.</b>	<b>\$1,237.00</b>		<b>\$0.00</b>	<b>\$11,008.75</b>
	<b>TOTAL</b>	<b>\$2,606.00</b>	<b>\$659.00</b>	<b>\$440.00</b>	<b>\$11,639.75</b>
<b>Expenditures</b>					
<i>(shown in \$1,000)</i>					
		<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Transit</b>	<b>Operations</b>	<b>\$475.00</b>	<b>\$659.00</b>	<b>\$440.00</b>	<b>\$451.00</b>
<b>Transit</b>	<b>Capital</b>	<b>\$610.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$180.00</b>
<b>Street</b>	<b>P.E.</b>	<b>\$284.00</b>	<b>NA</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>R.O.W.</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Street</b>	<b>CONSTR.</b>	<b>\$1,237.00</b>		<b>\$0.00</b>	<b>\$11,008.75</b>
	<b>TOTAL</b>	<b>\$2,606.00</b>	<b>\$659.00</b>	<b>\$440.00</b>	<b>\$11,639.75</b>

## **OPERATIONS AND MAINTENANCE FINANCIAL SUMMARY**

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

Within each City, agreements are in place with the respective agencies that has the responsibility of O&M issues in the respective City. Since the TIP covers the Minnesota side of the MPO Study Area versus just the city limits of East Grand Forks, this O&M summary has to include information from both the City and MnDOT. 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. Polk County in the Minnesota side of the MPO Study Area has no responsibilities for the federal aid system.

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

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

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

Due to the previously mentioned agreements in place, the financial information for the O&M comes from the City Budget. The City's Public Works Department is the responsible local unit in charged with the street system. The percentage of federal aid streets was used as the method to calculate the O&M information for this TIP. This information is shown in Table #3.

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 Study 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 Study 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 #3. The revenue sources are basically from the Minnesota Highway User Tax Distribution Fund.

				<b>Table #3</b>							
				<b>Operations and Maintenance Financial Plan</b>							
				<b>Federal Aid System</b>							
				<b>REVENUES</b>	<b>Year</b>	<b>Year</b>	<b>Year</b>	<b>Year</b>			
					<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>			
<b>Minnesota Federal Aid System</b>											
	<b>MnDOT</b>			\$	245,582	\$	252,949	\$	260,538	\$	268,354
	<b>East Grand Forks</b>	<b>total</b>		\$	200,276	\$	206,284	\$	212,473	\$	218,847
		<b>General Fund</b>		\$	189,838	\$	195,533	\$	201,399	\$	207,441
		<b>Fees</b>		\$	10,438	\$	10,751	\$	11,074	\$	11,406
				<b>EXPENDITURE</b>	<b>Year</b>	<b>Year</b>	<b>Year</b>	<b>Year</b>			
					<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>			
<b>Minnesota Federal Aid System</b>											
	<b>MnDOT</b>			\$	245,582	\$	252,949	\$	260,538	\$	268,354
	<b>City of East Grand Forks</b>			\$	189,838	\$	195,533	\$	201,399	\$	207,441

## **PROJECT LISTINGS - TRANSPORTATION PROJECT FORMAT**

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

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

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

The following items are generic to all projects:

### Urban Area/Project Number:

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

### Project Location:

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

### Responsible Agency:

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

### Project Description:

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

### Estimated Cost and Funding:

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

### Funding Sources:

#### Federal

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

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

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

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

### Minnesota County State Aid

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

## Minnesota Urban State Aid

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

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

### Project Type:

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

### Facility:

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

### Classification:

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

The definitions of the Functional Classification are as follows:

#### Interstate

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

#### Principal Arterial

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

#### Minor Arterial

Minor arterials include roads or streets that provide for through-traffic movements between areas to link collectors with other arterials. There is direct access to abutting property, but roadway access is typically controlled by limiting the number of intersections and curb cuts. A minor arterial, by design, usually has two lanes in rural areas, and four or more in urban areas. It is an undivided road with little or no provision for parking within the roadway.

## Collectors

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

## Local Roads

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

## Funding Status:

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

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

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

## Staging:

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

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

## Project Type:

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



### Funding Status:

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

Discretionary funding indicates that federal project funding would require prioritization and prior approval by a primary review agency. This would include projects, which are funded with any type of federal funding distributed on a competitive basis. In North Dakota, this would include transit projects funded under Sections #5307 and #5309. In Minnesota, Surface Transportation Program funding and Sections #5309 and #5311 monies are used for the purchase of capital items and are distributed on a competitive basis.

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

### Staging:

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

**EAST GRAND FORKS  
PROJECT LISTINGS**

**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FISCAL YEARS 2018-2021**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
										2018	2019	2020	2021		
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	
										FUNDING SOURCE					TOTAL
East Grand Forks #1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2018 to December 31, 2018 (Costs for fixed-route service are estimates).  TRF-0018-18B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$328,900  Estimated fare is \$13,800 <b>Other is MN Transit Formula Funds</b>											
	East Grand Forks	Operations							Operations	350.00					
	Fixed-Route Transit Service	Entitlement							Capital	0.00					
										P.E.	NA				
										R.O.W.	NA				
										CONSTR.	NA				
										TOTAL	350.00				
										FTA 5307					
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2018 to December 31, 2018. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).  TRF-0018-18A	REMARKS: Contract demand response service Estimated fare is \$13,260  <b>Other is MN Transit Formula Funds</b>											
	East Grand Forks	Operations							Operations	68.00					
	Paratransit Service for Disabled Persons	Entitlement							Capital	0.00					
										P.E.	NA				
										R.O.W.	NA				
										CONSTR.	NA				
										TOTAL	68.00				
										State Transit Funds					
East Grand Forks #3	East Grand Forks	NA	Purchase of a Class 500 vehicle for Demand Response  TRF-0018-18C	REMARKS: Cities Area Transit will cover the local match  <b>Other is MN Transit Formula Funds</b>											
	East Grand Forks	Capital							Operations	0.00					
	Paratransit Vehicle	Discretionary							Capital	150.00					
										P.E.	NA				
										R.O.W.	NA				
										CONSTR.	NA				
										TOTAL	150.00				
										FTA #5307					



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

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2018	2019	2020	2021	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
East Grand Forks #7	East Grand Forks	Rhinehart Dr	reconstruct the isegment of Rhinehart Drive between Bygland Dr and 6th St SE. Includes a sidewalk.	REMARKS: Other is Municipal State Aid										
	East Grand Forks	Collector							Operations					
	Reconstruction	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	80.00				
				430.00	280.00		150.00		R.O.W.					
									CONSTR.	350.00				
									TOTAL	430.00				
East Grand Forks #8	East Grand Forks	Bygland Dr.	construct/install pedestrian safety improvmeent at the intersection with 13th St SE.	REMARKS: Other is Municipal State Aid										
	East Grand Forks	Minor Arterial							Operations					
	Safety	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	57.00				
				282.00	180.00		102.00		R.O.W.					
									CONSTR.	225.00				
									TOTAL	282.00				
East Grand Forks #9	East Grand Forks	Greenway Bvl	install sidewalk/safe route to school along Greenway Bvl and modify the median to allow more vehicular access	REMARKS: Other is Municipal State Aid										
	East Grand Forks	Collector							Operations					
	Construction	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	64.00				
				364.00	237.00		127.00		R.O.W.					
									CONSTR.	300.00				
									TOTAL	364.00				

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2018-2021**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2018	2019	2020	2021	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
										TOTAL				
East Grand Forks #10	East Grand Forks	1st St SE	pavement rehabilitation of asphalt segment of 1st St SE immediately off the Point Bridge	REMARKS: Other is Municipal State Aid										
	East Grand Forks	Collector							Operations					
	Rehabilitation	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	6.00				
				31.00	20.00		11.00		R.O.W.					
										CONSTR.	25.00			
										TOTAL	31.00			
East Grand Forks #11	East Grand Forks	Central Ave	install multi-use path along Central Ave between Gateway Dr and 20th Ave NW	REMARKS: Other is Municipal State Aid										
	East Grand Forks	Minor Arterial							Operations					
	Construction	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	77.00				
				414.00	144.00		270.00		R.O.W.					
										CONSTR.	337.00			
										TOTAL	414.00			
East Grand Forks #12	East Grand Forks	US #2	REDECKB BR 9090 (CH 152) (KENNEDY BR) OVER THE RED RIVER OF THE NORTH IN EAST GRAND FORKS (MN LEAD)	REMARKS: AC Payback of FY2016 project										
	MnDOT	Kennedy Bridge							Operations					
	Rehabilitation	Discretionary	Project # 6018-02	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.					
					6,949.46					R.O.W.				
										CONSTR.				
										TOTAL				

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

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT				FUTURE EXPENDITURES			
										2018	2019	2020	2021	2018	2019	2020	2021
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
										CONSTR.	TOTAL						
East Grand Forks #13	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (Costs for fixed-route service are estimates).  TRF-0018-19B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$338,800  Estimated fare is \$14,200 <b>Other is MN Transit Formula Funds</b>													
	East Grand Forks	Operations									Operations		360.00				
	Fixed-Route Transit Service	Entitlement										Capital		0.00			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA					
					360.00	89.00	0.00	183.00	88.00	CONSTR.		NA					
					FTA 5307					TOTAL		360.00					
East Grand Forks #14	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2019 to December 31, 2019. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates).  TRF-0018-19A	REMARKS: Contract demand response service Estimated fare is \$13,260  <b>Other is MN Transit Formula Funds</b>													
	East Grand Forks	Operations									Operations		69.00				
	Paratransit Service for Disabled Persons	Entitlement										Capital		0.00			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA					
					69.00	0.00	0.00	58.00	11.00	CONSTR.		NA					
					State Transit Funds					TOTAL		69.00					
East Grand Forks #15			Operating subsidy for proposed East Grand Forks additional day time fixed route service and additional service for night fixed route and paratransit service. Cost reflect first year of a two year project  TRF-0018-19ZO	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$222,000 Estimated fare is \$8,800 <b>Other is MN Transit Formula Funds</b> <b>One time state funding covering 2 years</b>													
											Operations		230.00				
												Capital		0.00			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		NA					
					230.00	0.00	0.00	230.00	0.00	CONSTR.		NA					
					FTA #5307					TOTAL		230.00					

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2018-2021**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2018	2019	2020	2021	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
										TOTAL				
East Grand Forks #16			Intentionally left blank	REMARKS:										
									Operations					
									Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #17			Intentionally left blank	REMARKS:										
									Operations					
									Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					
East Grand Forks #18			Intentionally left blank	REMARKS:										
									Operations					
									Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				0.00	0.00	0.00	0.00	0.00	CONSTR.					
									TOTAL					



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

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES							
				TOTAL	FEDERAL	STATE	OTHER	LOCAL			2018	2019	2020	2021				
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					Operations								
					FUNDING SOURCE					Capital								
					FUNDING SOURCE					P.E.								
									R.O.W.									
									CONSTR.									
									TOTAL									
East Grand Forks #19	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2020 to December 31, 2020(Costs for fixed-route service are estimates).	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$338,800														
	East Grand Forks	Operations		Estimated fare is \$14,200					Operations			370.00						
	Fixed-Route Transit Service	Entitlement		<b>Other is MN Transit Formula Funds</b>					Capital			0.00						
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA				
					370.00	90.00	0.00	190.00	90.00	CONSTR.			NA					
									FTA 5307					TOTAL			370.00	
East Grand Forks #20	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2020 to December 31, 2020. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates)	REMARKS: Contract demand response service Estimated fare is \$13,650														
	East Grand Forks	Operations		<b>Other is MN Transit Formula Funds</b>					Operations			70.00						
	Paratransit Service for Disabled Persons	Entitlement							Capital			0.00						
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA				
					70.00	0.00	0.00	58.00	12.00	CONSTR.			NA					
									State Transit Funds					TOTAL			70.00	
East Grand Forks #21			Intentionally left blank	REMARKS:														
									Operations			0.00						
									Capital									
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA				
						0.00	0.00	0.00	0.00	CONSTR.			NA					
									FTA #5307					TOTAL			0.00	



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2018-2021**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2018	2019	2020	2021		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations						
				FUNDING SOURCE					CONSTR.						
										TOTAL					
East Grand Forks #25	East Grand Forks	US 2	WBL - FROM 5TH AVE NW (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING	REMARKS: Likely can include alternative concepts currently being considered in US 2 Study											
	MnDOT	Principal Arterial			Operations									0.00	
	Rehabilitation	Discretionary	Project # 6001-61		Capital									0.00	
					P.E.									NA	
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					NA		
			10,800.00	8,640.00	2,160.00	0.00	0.00	CONSTR.					10,800.00		
			FTA 5307					TOTAL						10,800.00	
East Grand Forks #26	East Grand Forks	19th Ave SE	construct a safe routes to school sidewalk 20th Ave SE starting at 10th St SE and 13th St SE and along 13th St SE to connect to school	REMARKS:											
	East Grand Forks	Local			Operations									0.00	
	Construction	Discretionary	Project # 119-591-006		Capital									0.00	
					P.E.									NA	
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					NA		
			171.25	137.00	0.00	0.00	34.25	CONSTR.					171.25		
			State Transit Funds					TOTAL						171.25	
East Grand Forks #27	East Grand Forks	NA	Safe Routes to School educational and encouragement funding for a three year period	REMARKS: Agreement between East Grand Forks and SafeKids GF											
	East Grand Forks	NA			Operations									0.00	
	Safety	Discretionary	Project # 119-591-007		Capital									0.00	
					P.E.									NA	
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					NA		
			37.50	30.00		0.00	7.50	CONSTR.					37.50		
			State Transit Funds					TOTAL						37.50	

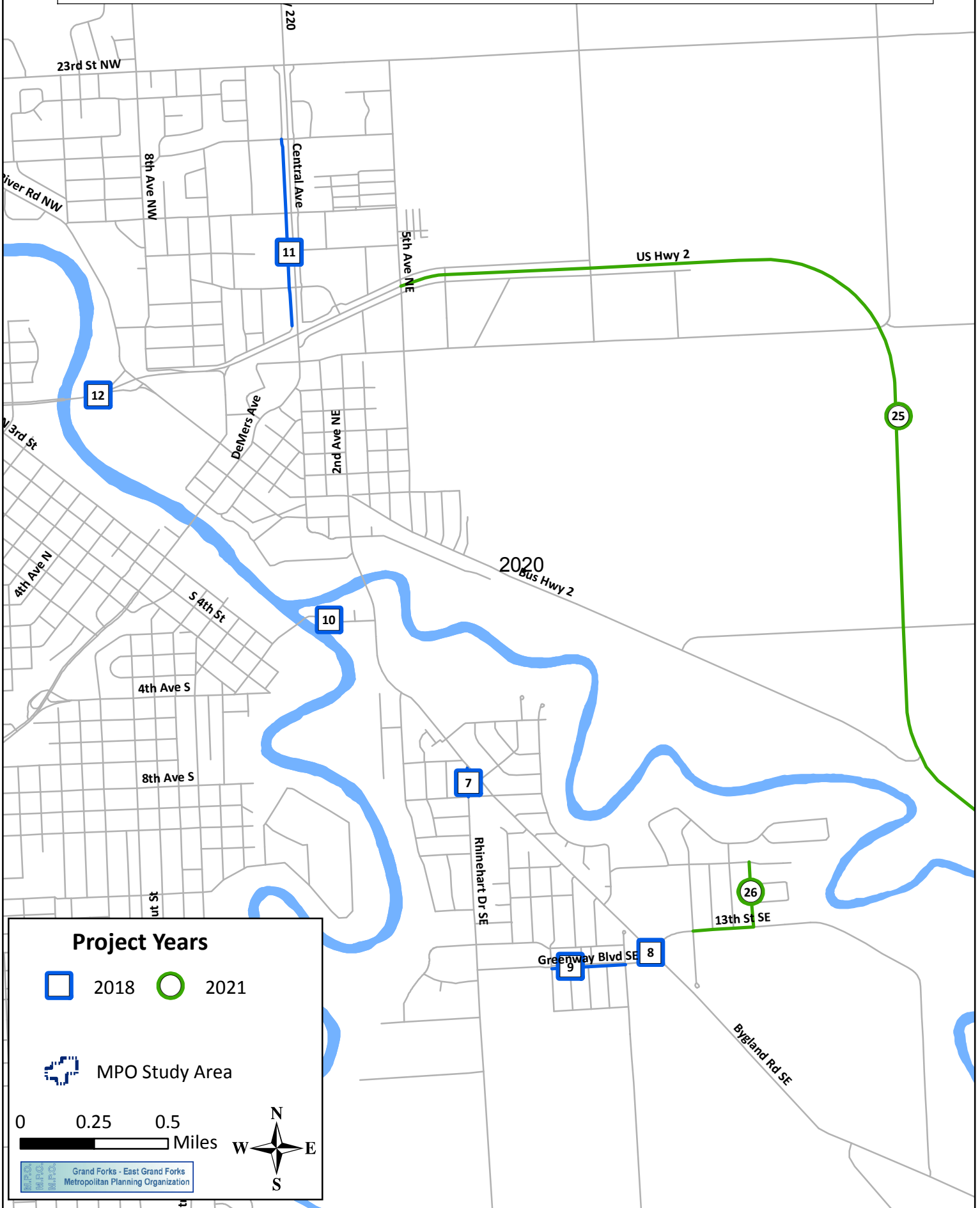
**GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**FISCAL YEARS 2018-2021**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES					
	RESPONSIBLE AGENCY	CLASSIFICATION								2018	2019	2020	2021			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	CONSTR.	R.O.W.	TOTAL	2018	2019	2020	2021	
			FUNDING SOURCE					Capital	P.E.	TOTAL	2018	2019	2020	2021		
			East Grand Forks Totals													
								Operations				475.00	659.00	440.00	451.00	
								Capital				610.00	0.00	0.00	180.00	
								P.E.				284.00	NA	0.00	0.00	
								R.O.W.				0.00	0.00	0.00	0.00	
								CONSTR.				1,237.00		0.00	11,008.75	
								TOTAL				2,606.00	659.00	440.00	11,639.75	
								TOTAL				15,344.75	10,026.00	2,160.00	2,684.00	475.75

# 2017- 2020 Transportation Improvement Program



**ILLUSTRATIVE  
PROJECT LISTINGS**

**NONE**

**APPENDIX I**  
**FY2017 Project Status**  
**And**  
**Obligations**

## **FY 2017 PROJECT STATUS SUMMARY**

The following is a general status report of Grand Forks and East Grand Forks 2017 projects listed in the 2017 to 2020 Transportation Improvement Program. As this writing is taking place most of the projects should be under construction or some may even be completed.

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



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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**ANNUAL LISTING OF OBLIGATIONS and STATUS OF 2017 PROJECTS**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL	Project Status		
				AND SOURCE OF FUNDING						2017			
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
					FUNDING SOURCE					CONSTR.			
					TOTAL								
East Grand Forks #1	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2017 to December 31, 2017 (Costs for fixed-route service are estimates).		REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$328,900 Estimated fare is \$13,800 <b>Other is MN Transit Formula Funds</b>								
	East Grand Forks	Operations		Listing of Obligations	328.00	82.63	0.00	182.90	62.47	Operations	338.43		Service is on-going
	Fixed-Route Transit Service	Entitlement	TRF-0018-17B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA			
				338.43	80.63	0.00	169.48	88.32	CONSTR.	NA			
			FTA 5307					TOTAL	338.43				
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2017 to December 31, 2017. The paratransit service operates the same hours of operation as the fixed-route transit service (costs are estimated)		REMARKS: Contract demand response service Estimated fare is \$13,260 <b>Other is MN Transit Formula Funds</b>								
	East Grand Forks	Operations		Listing of Obligations	60.00	0	0.00	51.00	9.00	Operations	68.00		Service is on-going
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-17A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA			
				68.00	0.00	0.00	57.00	11.00	CONSTR.	NA			
			State Transit Funds					TOTAL	68.00				
East Grand Forks #3	East Grand Forks	NA	Purchase of Paratransit vehicle		REMARKS:								
	East Grand Forks	Capital		TRF-0018-17C						Operations	0.00		Amended in April 2017 to be removed; not being pursued
	Paratransit Vehicle	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA			
				40.00	32.00	0.00	0.00	8.00	CONSTR.	NA			
			FTA #5307					TOTAL	40.00				

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

**TRANSPORTATION IMPROVEMENT PROGRAM**

**ANNUAL LISTING OF OBLIGATIONS and STATUS OF 2017 PROJECTS**

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	Project Status					
										2017						
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
					FUNDING SOURCE					TOTAL						
East Grand Forks #4	East Grand Forks	US #2	REDECKBR BR 9090 (CH 152) (KENNEDY BR) OVER THE RED RIVER OF THE NORTH IN EAST GRAND FORKS (MN LEAD)		REMARKS: Total is for the whole project											
	MnDOT	Kennedy Bridge			Other is NDDOT share; see ND Area listing for breakdown of funding sources in FY2016 MnDOT Federal are Advanced Construction <b>AC Payback in FY2018</b>					Operations	NA					
			Listing of Obligations	15,662.40	6,949.50	1,737.40	6,975.50			P.E.	0.00					Construction ongoing; project scheduled to end in 2018
	Rehabilitation	Discretionary	Project # 6018-02	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	NA						
				18,000.00	7,200.00	1,800.00	9,000.00	0.00	CONSTR.	18,000.00						
					NHPP/MN Chapter 152					TOTAL	18,000.00					
East Grand Forks #5	East Grand Forks	US #2	Construction Engineering for Kennedy Bridge ReDeck		REMARKS: NDDOT includes this item within the total cost not as a separate item like MnDOT											
	MnDOT	Kennedy Bridge			Listing of Obligations					Operations						Construction ongoing; project scheduled to end in 2018
			Project # 6018-02CE	94.30	0	63.80	30.50			P.E.	1,800.00					
	Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.							
				1,800.00	0.00	900.00	900.00	0.00	CONSTR.							
					Chapter 152					TOTAL	1,800.00					
East Grand Forks #6	East Grand Forks	NA	Purchase Security and IT Equipment for Cities Area Transit Bus Facility		REMARKS: Cities Area Transit will cover the local match											
	East Grand Forks	Capital			Amended April 19, 2017					Operations						RFP about to be released
			Listing of Obligations	54.23	31.88	0.00	22.35	0.00		P.E.	30.00					
	Paratransit Vehicle	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.							
				30.00	24.00	0.00	6.00	0.00	CONSTR.							
					FTA #5307					TOTAL						

**APPENDIX II**

**GF/EGF MPO**

**SELF-CERTIFICATION**

**TRANSPORTATION PLANNING PROCESS  
CERTIFICATION STATEMENT**

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

- 23 USC 134 and 49 USC 5303, and 23 CFR Part 450;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the MAP-21 (Pub. L. 109-59) 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

Minnesota Department  
of Transportation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

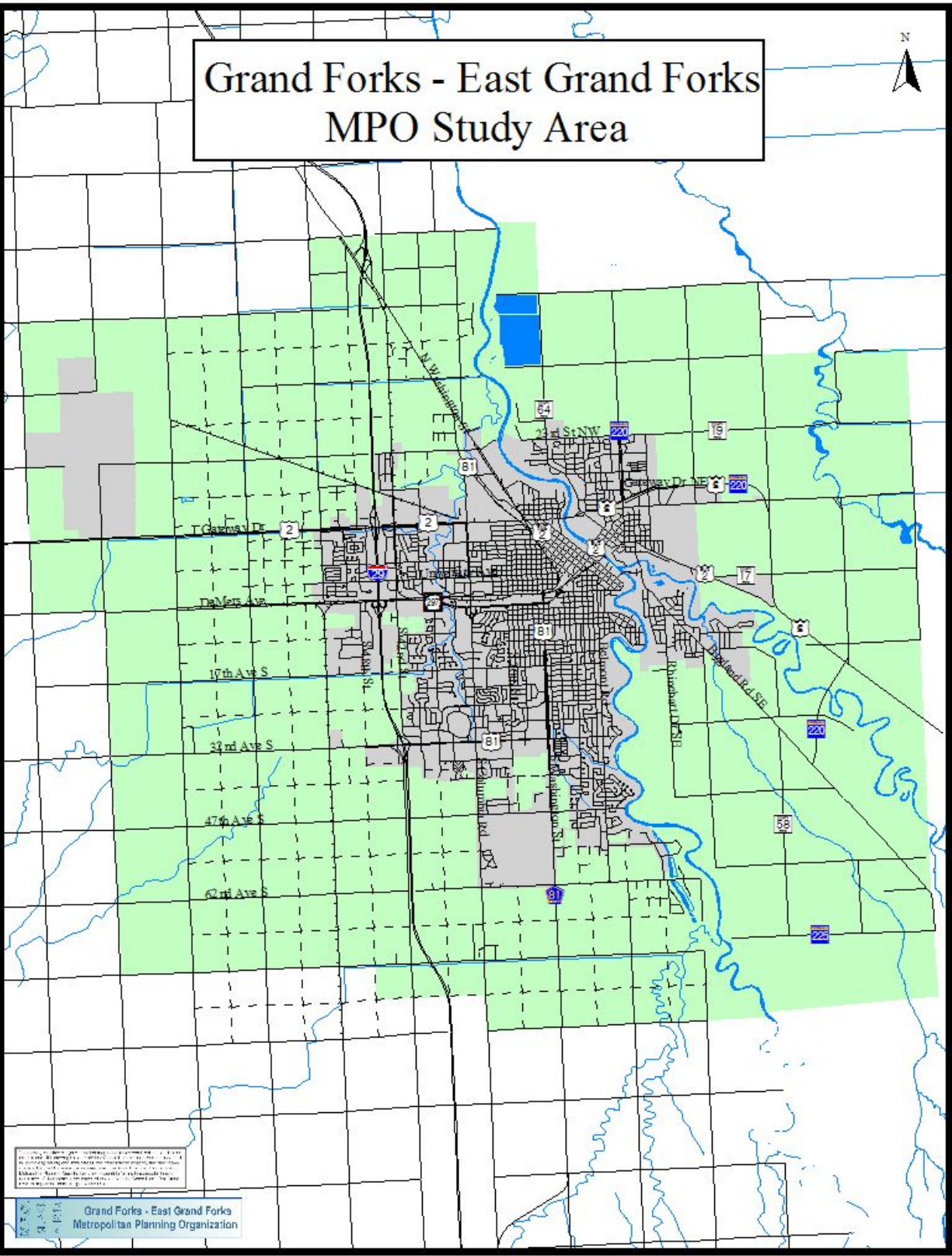
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Date

# **APPENDIX III**

## **GF/EGF MPO AREA MAP**

# Grand Forks - East Grand Forks MPO Study Area



Map prepared by Grand Forks - East Grand Forks Metropolitan Planning Organization. All rights reserved. No part of this map may be reproduced without the written permission of the MPO. The MPO is not responsible for any errors or omissions on this map. The MPO is not liable for any damages, including consequential damages, arising from the use of this map. The MPO is not liable for any claims, including consequential claims, arising from the use of this map. The MPO is not liable for any losses, including consequential losses, arising from the use of this map. The MPO is not liable for any injuries, including consequential injuries, arising from the use of this map. The MPO is not liable for any deaths, including consequential deaths, arising from the use of this map. The MPO is not liable for any damages, including consequential damages, arising from the use of this map. The MPO is not liable for any claims, including consequential claims, arising from the use of this map. The MPO is not liable for any losses, including consequential losses, arising from the use of this map. The MPO is not liable for any injuries, including consequential injuries, arising from the use of this map. The MPO is not liable for any deaths, including consequential deaths, arising from the use of this map.

Grand Forks - East Grand Forks  
Metropolitan Planning Organization

**APPENDIX IV**

**PUBLIC PARTICIPATION**

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

The two local transit operators and the MPO have agreed, as allowed by FTA, to have the required transit Program of Projects (P.O.P) be incorporated into the MPO T.I.P. Therefore, no separate P.O.P. document is published. The public notices clearly indicated that the P.O.P. is included in the T.I.P.

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

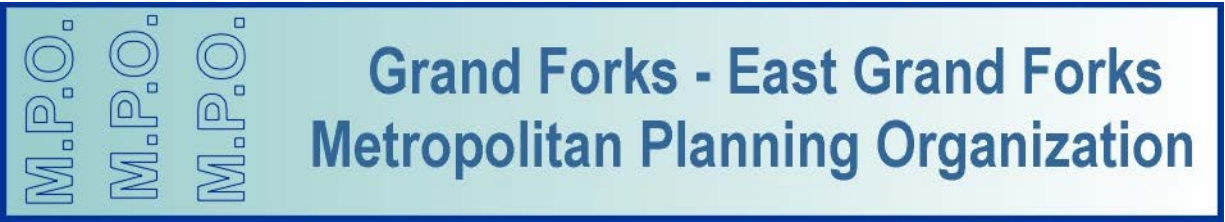
In December and January, separate public meetings were conducted to allow the public to comment upon the list of projects being proposed for the traditional street and highway funds. This meeting concluded with the MPO approving a list of projects to be submitted to both state DOTs for consideration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

Furthermore, a public hearing was held on April 12, 2017, during a Technical Advisory Committee Meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2018-2021 for the Minnesota side. After closing the hearing, at which no comments were received, the document was approved and adopted by the MPO Executive Committee on April 19, 2017 as the Draft 2018-2021 T.I.P.

The final public hearing was scheduled for August 9, 2017, for consideration of a draft final T.I.P. by the MPO Executive Board. No comments were received and the MPO Board approved and adopted the document on August 16, 2017.

Each hearing notice is placed in a non-legal section, in a two-column advertisement format, with a minimum 10-day advance printing prior to the hearing. A copy of the notice is attached at the end of this Appendix. In addition, both the draft T.I.P. document and the final T.I.P. documents were posted on the MPO website prior to the public hearing dates. A copy of the website showing the final T.I.P. document's availability is attached at the end of this Appendix.





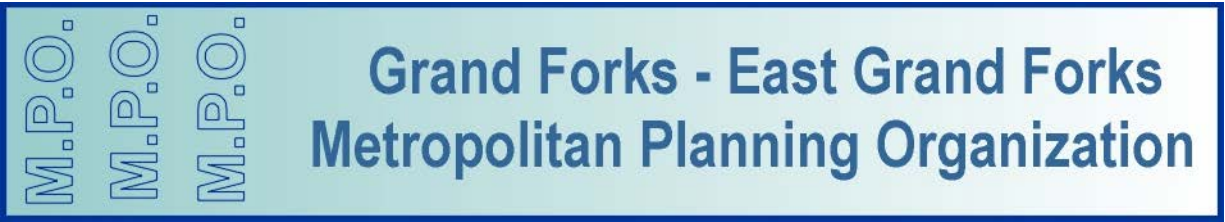
**PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the Minnesota Side Draft MPO 2018 to 2021 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on April 12<sup>th</sup>. The public, particularly special and private sector transportation providers, are encouraged to attend.

The draft TIP lists all transportation improvement projects programmed to be completed between the years of 2018 to 2021 on the Minnesota side of the Red River. A separate draft for the North Dakota side will be done later and notice will be given when it is ready. A copy of the draft TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the draft TIP can be submitted to either MPO Office until noon on April 12th.

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

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



**PUBLIC NOTICE**

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the Minnesota Side Final MPO 2018 to 2021 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). The hearing will be held in the Training Room of East Grand Forks City Hall, 600 DeMers Ave., East Grand Forks, Minnesota. The hearing will start at 1:30 PM on August 9<sup>th</sup>. The public, particularly special and private sector transportation providers, are encouraged to attend.

The final TIP lists all transportation improvement projects programmed to be completed between the years of 2018 to 2021 on the Minnesota side of the Red River. A separate draft for the North Dakota side will be done later and notice will be given when it is ready. A copy of the final TIP is available for review and comment weekdays between 8 AM and 5 PM at the MPO Offices in Grand Forks City Hall and East Grand Forks City Hall. Comments on the final TIP can be submitted to either MPO Office until noon on August 9<sup>th</sup>.

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

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# **APPENDIX V**

## **EAST GRAND FORKS PROJECTS SHOWN IN NWATP FORMAT**

	F	G	H	J	K	L	M	P	Q	R	S	AA	AE	AF	AG	AH	AL	AM	
	Rte_Sys	Projnum	#Year	Who	Agency	MPO	Description	Length	City	County Name	Program	Proposed Funds	STIP Total	Target FHWA	Target AC Payback	FTA	Total TH	Other	
10	BB	TRF-0018-18A	2018	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	EAST GRAND	POLK	B9	LF	68,000	-	-	-	-	68,000	
11	BB	TRF-0018-18B	2018	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	EAST GRAND	POLK	B9	FTA	350,000	-	-	85,000	-	265,000	
12	BB	TRF-0018-18C	2018	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS, PURCHASE PARATRANSIT VEHICLE REPLACEMENT	0.0	EAST GRAND	POLK	B9	FTA	150,000	-	-	120,000	-	30,000	
13	BB	TRF-0018-18Z0	2018	L	EAST GRAND FORKS	2	EAST GRAND FORKS; SFY 2018 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/17-6/30/18)	0.0	EAST GRAND	POLK	TR	LF	57,000	-	-	-	-	57,000	
14	BB	TRF-0018-18ZC	2018	L	EAST GRAND FORKS	2	EAST GRAND FORKS; SFY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/17-6/30/18)	0.0	EAST GRAND	POLK	TR	LF	460,000	-	-	-	-	460,000	
15	City	119-129-002	2018	L	EAST GRAND FORKS	2	IN EGF, RHINEHART DR, FROM 6 <sup>TH</sup> ST SE NORTH 475 FT, RECONSTRUCT; 1ST ST SE, ADJACENT TO POINT BR, M&O; JCT OF BYGLAND RD/13 <sup>TH</sup> ST SE, PED CROSSING; GREENWAY BLVD, FROM BYGLAND TO RHINEHART SW, MEDIAN RECONSTRUCT	0.0	EAST GRAND	POLK	RD	STBGP 5K-200K	1,236,000	860,000	-	-	-	-	376,000
16	US 2	6018-02AC	2018	S	MNDOT	2	**AC**CHAP 152**SPP** US 2, EB & WB, IN EAST GRAND FORKS, REDECK BR 9090, KENNEDY BR, OVER	0.1	EAST GRAND	POLK	BI	NHPP	6,949,460	-	6,949,460	-	-	-	
17	BB	TRF-0018-19A	2019	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	EAST GRAND	POLK	B9	LF	69,000	-	-	-	-	69,000	
18	BB	TRF-0018-19B	2019	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	EAST GRAND	POLK	B9	FTA	360,000	-	-	89,000	-	271,000	
19	BB	TRF-0018-19Z0	2019	L	EAST GRAND FORKS	2	EAST GRAND FORKS; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18-6/30/19)	0.0	EAST GRAND	POLK	TR	LF	230,000	-	-	-	-	230,000	
20	BB	TRF-0018-20A	2020	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	EAST GRAND	POLK	B9	LF	70,000	-	-	-	-	70,000	
21	BB	TRF-0018-20B	2020	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	EAST GRAND	POLK	B9	FTA	370,000	-	-	90,000	-	280,000	
22	BB	TRF-0018-21A	2021	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE	0.0	EAST GRAND	POLK	B9	LF	71,000	-	-	-	-	71,000	
23	BB	TRF-0018-21B	2021	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE	0.0	EAST GRAND	POLK	B9	FTA	381,000	-	-	94,000	-	287,000	
24	BB	TRF-0018-21C	2021	L	EAST GRAND FORKS	2	SECT 5307: EAST GRAND FORKS, PURCHASE PARATRANSIT VEHICLE REPLACEMENT	0.0	EAST GRAND	POLK	B9	LF	180,000	-	-	-	-	180,000	
25	LOCAL 999	119-591-006	2021	L	EAST GRAND FORKS	2	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, SIDEWALK EXTENSIONS ON 20TH AVE SE AND 13TH ST SE (CAPPED \$137,000)	0.0	EAST GRAND	POLK	EN	STBGTAP Statewide	171,250	137,000	-	-	-	34,250	
26	LOCAL 999	119-591-007	2021	L	EAST GRAND FORKS	2	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, TRAINING AND SUPPLIES, NON-INFRASTRUCTURE (CAPPED \$30,000)	0.0	EAST GRAND	POLK	EN	STBGTAP Statewide	37,500	30,000	-	-	-	7,500	
27	US 2	6001-61	2021	S	MNDOT	2	**SPP**AB** US 2, WBL - FROM 5TH AVE NW (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING	15.0	EAST GRAND	POLK	RS	NHPP	10,800,000	8,640,000	-	-	-	2,160,000	
28																			
29												22,010,210	9,667,000	6,949,460	478,000	2,160,000	2,755,750		