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Grand Forks - East Grand Forks
Metropolitan Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM

2019 - 2022

August, 2018

FISCAL YEARS 2019 - 2022
TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
GRAND FORKS - EAST GRAND FORKS
METROPOLITAN AREA

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

METROPOLITAN PLANNING ORGANIZATION
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& ZONING COMMISSION

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FORKS
Non-voting Ex Officio

**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



Signature

Chairman
Title

August 22, 2018
Date

North Dakota Department
of Transportation



Signature

Local Government Engineer
Title

September 13, 2018
Date

**A RESOLUTION APPROVING FY 2019 - FY 2022
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; 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 (b)); 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

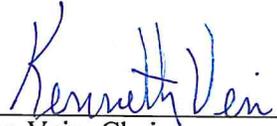
WHEREAS, the projects contained in the TIP are located in an area where both the North Dakota and Minnesota State Implementation plans for Air Quality are not required to contain any transportation control measures. Therefore, the conformity procedures do not apply to these projects; and

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 15, 2018.

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 2019 to FY 2022 program period as being consistent with the Long Range Transportation Plan and the area's plans and program included therein.

8/22/18
Date



Ken Vein, Chairman

8/22/18
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

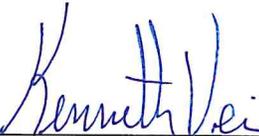
WHEREAS, the Grand Forks-East Grand Forks Metropolitan Planning Organization has been designated by the Governors of the States of Minnesota and North Dakota as the MPO for the Grand Forks-East Grand Forks Metropolitan Area; and

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.

8/22/18
Date



Ken Vein
Chairman



Earl T. Haugen,
Executive Director

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INTRODUCTION

The draft Transportation Improvement Program (TIP) for the Grand Forks -East Grand Forks area lists the significant transportation system improvements to be implemented during the next four years. The 2019-2022 TIP is submitted under the Fixing America's Surface Transportation (FAST). 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 2019 are considered the Annual Element, and Program Years 2020, 2021 and 2022 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 2019-2022 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 Transit Development Plan, which is one Element of the MPOs Transportation Plan, and focuses on both the operation of the fixed route and demand response, and the capital equipment for those two services. This section identifies several capital purchases necessary for the current operations – most are replacement of rolling stock. It also identifies that as the metropolitan area grows, expansion of the services will have to take place. That expansion will require both additional operational and capital funds. This TIP reflects expansion of the service to include continued operation of one additional bus, which adds two routes. 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 lead to a very well connected system of sidewalks. East Grand Forks had a similar history, however it was interrupted for several decades, and is only recently, through this Section, again being required in new developments.

The MPO also recently updated the ADA ROW Transition Plan for the East Grand Forks. An important item in this update was the requirement for the installation of truncated domes. This was an original ADA standard design that was placed on hiatus until additional studying could be done. The hiatus status was allowed to expire without any modifications to the original standard. Truncated domes are now required.

PLANNING FACTORS

The following narrative describes some the transportation projects as examples of how the MPO addresses each factor.

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

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

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

A significant safety improvement is programmed for the 32nd Ave S corridor in Grand Forks. Having high crash intersections, NDDOT and the City are investing funds at key intersections to address the crashes occurring. MnDOT has a project programed at the intersection of US2 and US2B in East Grand forks to address crashes, some of which involve agricultural vehicles. Grand Forks will be using HSIP funds to replace all school cross walk beacons throughout the City.

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

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

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

All street projects included provisions for pedestrian and bicyclists. A particular project programmed in FY2019 will address ADA curb ramps along S. Washington St. All fixed route transit vehicles are purchased with bike racks attached. East Grand Forks will be installing a sidewalk and crosswalk to provide a facility for students to get to and from S. Pointe Elementary School

The purchase of additional transit vehicles will add additional options for transit dependent people to use, and will provide additional capacity during peak periods.

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

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

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

Transportation Alternative Program funds under MAP-21/FAST help the area to take an aggressive approach to expanding and improving bicycle and pedestrian facilities. The replacement of the Washington St underpass of the mainline BNSF railline will allow the roadway to be widened to better operate for the all transportation users involved.

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

Factor 7 - Promote Efficient System Management and Operation:

All projects programmed support this factor as it is intended to improve the system, the projects promote more efficient management and operations. In particular, the construction of a roundabout at the intersection of Bygland Road and Rhinehart Drive will promote better traffic operations.

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

Several projects programmed in the TIP support this factor. The University of North Dakota will have two projects programmed that will preserve the major streets leading into the eastend of campus. University Ave will have a mill and overlay project and N. Columbia Road will be reconstructed between the northend of the overpass and just north of University Ave.

Factor 9 - Improve the Resiliency and Reliability of the Transportation System and Reduce or Mitigate Stormwater Impacts of Surface Transportation:

The replacement of the Washington Underpass includes the updating of the storm water lift station. Currently, the underpass can be temporarily flooded during very heavy rains, this upgrade should assist in alleviating those instances.

Factor 10 – Enhancing Travel and Tourism:

The reconstruction of N. Columbia Road preserves a major roadway leading to one of the major tourism sites in the State of North Dakota – The Ralph Englestead Arena. The safety project along 32nd Ave S will vastly improve a major corridor for tourism due to its regional retail focus.

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).

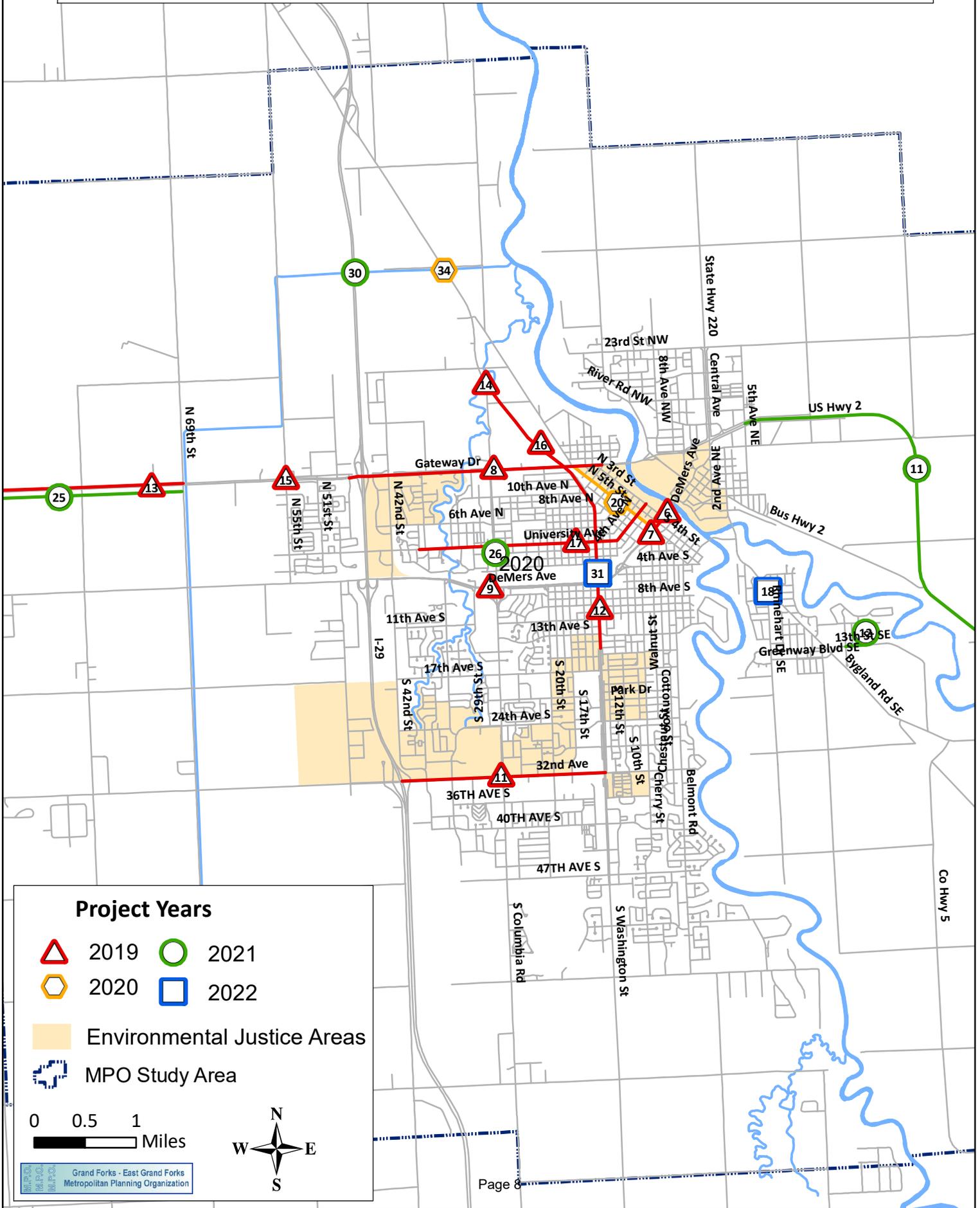
Map 1 displays the locations of the 2019-2022 TIP projects and their spatial relationship to metropolitan populations (census block groups) that have been identified as MLIPs. A situation of particular concern from an EJ standpoint would be a grouping of projects in or around a MLIP, or a particular 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 2019-2022 appear to be well dispersed temporally and spatially throughout the metropolitan area. Thus, any negative impacts resulting from the implementation of these projects should also be well dispersed throughout the neighborhoods of the metro area.

There are five (5) projects in the 2019-2022 TIP that either border or are partially within an identified EJ neighborhood. The Projects are:

- Project #12 involving the installing of ADA curb ramps along S. Washington Street will benefit the EJ neighborhood within that project.
- Project #6 will benefit the EJ neighborhood by reconstructing the pavement surface of DeMers Ave.
- Project #17 will benefit the EJ neighborhood by improving the pavement surface of the University Avenue.
- Project #11 will also benefit the EJ neighborhood by implementing safety improvements along 32nd Ave S at major signalized intersections
- Project #33 involves the replacement of school crossing beacons, some of which will be beneficial to EJ neighborhoods.

2018- 2022 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 Partnership¹ (ATP) to develop the list of transportation capital and operating assistance projects. Local funding for East Grand Forks projects has been assured by the City Administrator's Office.

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

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

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

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

is rotated each year among the cities. East Grand Forks is scheduled to receive federal funding in 2022 for City Sub-Target allocations.

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

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.

**Table #1
East Grand Forks Funding Sources**

(shown in \$1,000)				
TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$16,282.75	\$10,686.00	\$2,160.00	\$2,448.00	\$768.75

TABLE 2
Minnesota Side Finances by Year
Revenues

		(shown in \$1,000)			
		2019	2020	2021	2022
Transit	Operations	\$659.00	\$620.00	\$643.00	\$667.00
Transit	Capital	\$220.00	\$200.00	\$165.00	\$430.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$150.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$62.00
Street	CONSTR.	\$0.00	\$0.00	\$11,008.75	\$1,296.00
TOTAL		\$879.00	\$820.00	\$11,816.75	\$2,767.00

Expenditures

		(shown in \$1,000)			
		2019	2020	2021	2022
Transit	Operations	\$659.00	\$620.00	\$643.00	\$667.00
Transit	Capital	\$220.00	\$200.00	\$165.00	\$430.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$150.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$62.00
Street	CONSTR.	\$0.00	\$0.00	\$11,008.75	\$1,296.00
TOTAL		\$879.00	\$820.00	\$11,816.75	\$2,767.00

GRAND FORKS, NORTH DAKOTA

Highway Funding

All projects shown for Grand Forks for the first year (Annual Element) of the 2017-2020 TIP have been committed by the North Dakota Department of Transportation through the North Dakota Urban Systems Program. Similarly, all projects in the first year of the TIP become part of the City budget, and by law must have a committed revenue source.

Funding, and programming summaries of funding sources for the Grand Forks area is shown in Table 3. Local funding revenues and expenditures are shown in Table 4, with funding resources based on the 2017 to 2022 Capital Improvements Program (CIP) for the City of Grand Forks. The individual project listing shows the actual project cost and funding splits.

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

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

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

Bikeway Funding

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

Transit Funding

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

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

Table #3
North Dakota Side Funding Sources

	(shown in \$1,000)			
TOTAL	FEDERAL	STATE	OTHER	LOCAL
\$75,550.80	\$55,523.98	\$6,994.65	\$2,288.04	\$10,743.75

TABLE #4
North Dakota Side Finances by Year
Revenues

		(shown in \$1,000)			
		2019	2020	2021	2022
Transit	Operations	\$2,910.26	\$2,983.02	\$3,057.59	\$3,134.03
Transit	Capital	\$780.00	\$15.00	\$15.00	\$15.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$0.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$0.00
Street	CONSTR.	\$30,644.00	\$1,045.00	\$13,351.00	\$17,600.00
	TOTAL	\$34,334.26	\$4,043.02	\$16,423.59	\$20,749.03

Expenditures

		(shown in \$1,000)			
		2019	2020	2021	2022
Transit	Operations	\$2,910.26	\$2,983.02	\$3,057.59	\$3,134.03
Transit	Capital	\$780.00	\$15.00	\$15.00	\$15.00
Street	P.E.	\$0.00	\$0.00	\$0.00	\$0.00
Street	R.O.W.	\$0.00	\$0.00	\$0.00	\$0.00
Street	CONSTR.	\$30,644.00	\$1,045.00	\$13,351.00	\$17,600.00
	TOTAL	\$34,334.26	\$4,043.02	\$16,423.59	\$20,749.03

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. The one significant exception to this is the mileage of the Interstate System in Grand Forks; that remains the responsibility of NDDOT. Since the TIP covers the MPO Study Area versus just the city limits of both Grand Forks and East Grand Forks, this O&M summary has to include information from both State Departments of Transportation. The basic method to calculate the O&M revenues and costs was to determine the pro rata share of federal aid system miles compared to the total miles within the respective area. Neither County in the MPO Study Area has any responsibilities for the federal aid system.

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

EAST GRAND FORKS, MINNESOTA

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

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

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

STATE OF MINNESOTA

MnDOT District #2 covers the northwestern corner of Minnesota, which includes the MPO 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 #5

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

GRAND FORKS, NORTH DAKOTA

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

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

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

STATE OF NORTH DAKOTA

NDDOT Grand Forks District covers the northeastern corner of North Dakota, which includes the MPO Study 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 Study Area. Therefore, roughly 3.33% of the miles are to be reported.

The financial information for the O&M comes from the Budget. The percentage of federal aid highways was used as the method to calculate the O&M information for this TIP. This information is shown in Table #5.

The revenue sources are from the state highway tax distribution fund and other state revenue sources as available.

				Table #5			
				Operations and Maintenance Financial Plan			
				Federal Aid System			
				REVENUES			
				Year	Year	Year	Year
				2019	2020	2021	2022
Minnesota Federal Aid System							
	MnDOT			\$ 252,949	\$ 260,537	\$ 268,354	\$ 276,404
	East Grand Forks	total		\$ 206,284	\$ 212,473	\$ 218,847	\$ 225,412
		General Fund		\$ 195,533	\$ 201,399	\$ 207,441	\$ 213,664
		Fees		\$ 10,751	\$ 11,074	\$ 11,406	\$ 11,748
				EXPENDITURES			
				Year	Year	Year	Year
				2019	2020	2021	2022
Minnesota Federal Aid System							
	MnDOT			\$ 252,949	\$ 260,537	\$ 268,354	\$ 276,404
	City of East Grand Forks			\$ 194,443	\$ 200,276	\$ 206,285	\$ 212,473
				REVENUES			
				Year	Year	Year	Year
				2019	2020	2021	2022
North Dakota Federal Aid System							
	NDDOT			\$ 529,718	\$ 545,610	\$ 561,978	\$ 578,837
	Grand Forks	total		\$ 520,956	\$ 569,262	\$ 586,340	\$ 603,931
		Mill Levy		\$ 403,513	\$ 415,618	\$ 428,087	\$ 440,930
		Gas Tax		\$ 149,169	\$ 153,644	\$ 158,253	\$ 163,001
				EXPENDITURES			
				Year	Year	Year	Year
				2019	2020	2021	2022
North Dakota Federal Aid System							
	NDDOT			\$ 529,718	\$ 545,610	\$ 561,978	\$ 578,837
	City of Grand Forks			\$ 552,682	\$ 569,262	\$ 586,340	\$ 603,931

PROJECT LISTINGS - TRANSPORTATION PROJECT FORMAT

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

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

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

The following items are generic to all projects:

Urban Area/Project Number:

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

Project Location:

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

Responsible Agency:

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

Project Description:

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

Estimated Cost and Funding:

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

Funding Sources:

Federal

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

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

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

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

Minnesota County State Aid

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

Minnesota Urban State Aid

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

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

Project Type:

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

Facility:

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

Classification:

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

The definitions of the Functional Classification are as follows:

Interstate

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

Principal Arterial

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

Minor Arterial

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

Collectors

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

Local Roads

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

Funding Status:

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

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

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

Staging:

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

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

Project Type:

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

Funding Status:

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

Discretionary funding indicates that federal project funding would require prioritization and prior approval by a primary review agency. This would include projects, which are funded with any type of federal funding distributed on a competitive basis. In North Dakota, this would include transit projects funded under Sections #5307 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.

GRAND FORKS PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL			2019	2020	2021	2022
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	FUNDING SOURCE					Operations					
	PROJECT TYPE	FUNDING STATUS		FUNDING SOURCE					Capital					
				FUNDING SOURCE					P.E.					
			FUNDING SOURCE					R.O.W.						
			FUNDING SOURCE					CONSTR.						
			FUNDING SOURCE					TOTAL						
Grand Forks #1 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2019 to December 31, 2019 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$257,500 East Grand Forks contract payment is shown as other										
	Grand Forks	Operations							Operations	2,910.26				
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				2,910.26	1,079.63	200.00	551.00	1,079.63	CONSTR.					
			FTA 5307 (50/50)					TOTAL	2,910.26					
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital							Operations					
	Fixed-Route Transit Service	Entitlement	NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				15.00	12.00	0.00	0.00	3.00	CONSTR.					
			FTA 5307 (80/20)					TOTAL	15.00					
				REMARKS: Net Operating is shown before, Fed, State & Local Matching Funds are applied.										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

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URBAN AREA PROJECT NUMBER	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION							2019	2020	2021	2022		
	PROJECT TYPE	FUNDING STATUS							Operations	Capital	P.E.	R.O.W.		
	TOTAL								FEDERAL	STATE	OTHER	LOCAL	CONSTR.	TOTAL
FUNDING SOURCE														
Grand Forks #3 No PCN	Grand Forks	NA	Purchase a 35 foot medium duty transit vehicle Install four digital way signs at Metro Transit Center Replacement of four destination signs of four buses Purchase a two person Man Lift Purchase Bus Stop Way Signage	REMARKS:										
	Grand Forks	Operating		Operations										
	Grand Forks	Operating		Capital	561.00									
	Fixed Route	Discretionary		P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				561.00	448.80			112.20	CONSTR.					
FTA #5339 Capital										TOTAL	561.00			
Grand Forks #4 No PCN	Grand Forks	NA	Purchase one demand response vehicle 25 foot low flow bus	REMARKS:										
	Grand Forks	Operating		Operations										
	Grand Forks	Operating		Capital	110.00									
	Fixed Route Paratransit and/or Senior Service	Discretionary		P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				110.00	88.00		0.00	22.00	CONSTR.					
FTA #5310										TOTAL	110.00			
Grand Forks #5 No PCN	Grand Forks	NA	continue funding for the mobility manager position	REMARKS:										
	Grand Forks	Operating		Operations										
	Grand Forks	Operating		Capital	94.00									
	Fixed Route Paratransit and/or Senior Service	Discretionary		P.E.										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				94.90	75.90			19.00	CONSTR.					
FTA #5310										TOTAL	94.00			

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES				
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	CONSTR.	TOTAL	TOTAL	TOTAL	TOTAL		
		R.O.W.													
Grand Forks #9 PCN 22164	Grand Forks	DeMers Ave	Possible installation of traffic signals and turn lanes at intersection with Columbia Road west ramp	REMARKS:											
	NDDOT	Principal Arterial													
	ITS	Discretionary		600.00	485.50	54.40		60.00	R.O.W.	600.00					
				Urban Regional Secondary Roads Program					TOTAL	600.00					
Grand Forks #10 No PCN				REMARKS:											
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	TOTAL				
Grand Forks #11 PCN 21,884.00	Grand Forks	32nd Ave S	completing safety improvements at various intersection along 32nd Ave S between I29 and S. Washington St.	REMARKS:											
	Grand Forks	Principal Arterial													
	Safety	Discretionary		7,373.00	6,635.00	369.00		369.00	R.O.W.	7,373.00					
				Highway safety Improvement Program					TOTAL	7,373.00					

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		2019	2020	2021	2022	2020	2021	2022			
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	FUNDING STATUS	AND SOURCE OF FUNDING					Operations										
				FUNDING SOURCE					Capital										
							P.E.												
							R.O.W.												
							CONSTR.												
							TOTAL												
Grand Forks #12 PCN 22211	Grand Forks	Washington St	Address ADA curb ramps along Washington St between Hammerling and DeMers and also between 1st Ave N and 8th Ave N.	REMARKS:															
	NDDOT	Principal Arterial		Amended into TIP March 2018					Operations										
	ADA Transition	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.										
								476.00	385.00	43.00		48.00	CONSTR.	476.00					
							Urban Regional Secondary Roads Program					TOTAL	476.00						
Grand Forks #13 PCN 21,981.00	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Projects is on westbound lane	REMARKS: Eastern three miles in the MPO Study Area Funding is pending for FY2019 Amount in the MPO Study area is \$2,473,363 with federal amount of \$1,978,691															
	NDDOT	Principal Arterial							Operations										
	Pavement Rehab	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.										
								9,069.00	7,340.00	1,729.00		0.00	CONSTR.	9,069.00					
							Urban Regional Primary Roads Program					TOTAL	9,069.00						
Grand Forks #14 PCN 22,180.00	Grand Forks	N. Washington St	Conduct some Concrete Panel Replacement and grinding of the pavement over the flood diversion bridge	REMARKS:															
	NDDOT	Minor Arterial							Operations										
	Pavement Preserve	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.										
								96.00	78.00	18.00	0.00	0.00	CONSTR.	96.00					
												TOTAL	96.00						

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT				
										FUTURE EXPENDITURES				
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	2019	2020	2021	2022	
											Operations	Capital	P.E.	R.O.W.
Grand Forks #18 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, 2020 to December 31, 2020 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$265,250 East Grand Forks contract payment is shown as other	FUNDING SOURCE									
	Grand Forks	Operations												
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5339 and 5310 costs											
Grand Forks #19 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:	FUNDING SOURCE									
	Grand Forks	Capital												
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.											
				REMARKS: A future #5310 project application is not shown at this time										
				Net Operating is shown before, Fed, State & Local Matching Funds are applied.										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019 - 2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES						
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022				
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations								
				FUNDING SOURCE					CONSTR.								
									TOTAL								
Grand Forks #20	Grand Forks	N. 5th St.	Pavement project likely to be a mill and overlay of N. 5th St. between Gateway Dr and DeMers Ave.	REMARKS:													
PCN 21,842.00	NDDOT	Minor Arterial		Operations													
				Capital													
				P.E.													
				R.O.W.													
Minor Rehabilitation	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.		1,045.00							
									TOTAL		1,045.00						
									Urban Regional Secondary Roads Program								
Grand Forks #21			Intentionally left blank	REMARKS:													
No PCN				Operations													
				Capital													
				P.E.													
				R.O.W.													
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.									
									TOTAL								
Grand Forks #22			Intentionally left blank	REMARKS:													
PCN				Operations													
				Capital													
				P.E.													
				R.O.W.													
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.									
									TOTAL								

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

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URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
				FUNDING SOURCE					CONSTR.					
									TOTAL					
Grand Forks #23 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2021 to December 31, 2021 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$275,555 East Grand Forks contract payment is shown as other										
	Grand Forks	Operations							Operations			3,057.59		
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
					3,057.59	1,134.29	210.13	578.89	1,134.29	CONSTR.			NA	
				FTA 5307 (50/50)					TOTAL			3,057.59		
Grand Forks #24 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital							Operations			NA		
	Fixed-Route Transit Service	Entitlement	Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			NA		
					15.00	12.00	0.00	0.00	3.00	CONSTR.			NA	
				FTA 5307 (80/20)					TOTAL			15.00		
				REMARKS: A future #5310 project applications is not shown at this time										
				Net Operating is shown before, Fed, State & Local Matching Funds are applied.										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019 - 2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2019	2020	2021	2022			
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	FUNDING STATUS	AND SOURCE OF FUNDING					Operations	FUTURE EXPENDITURES						
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Capital	2019	2020	2021	2022			
								P.E.								
								R.O.W.								
								CONSTR.								
								TOTAL								
								FUNDING SOURCE								
Grand Forks #25 PCN 21982	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Works is on eastbound lane	REMARKS: Eastern three miles in the MPO Study Area Amount in the MPO Study area is 1,776,750 with federal amount of \$1,421,400.												
	NDDOT	Principal Arterial														
	Reconstruction	Discretionary														
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					7,107.00	5,752.00	1,355.00		0.00	CONSTR.			7,107.00			
								Urban Regional Primary Roads Program				TOTAL			7,107.00	
Grand Forks #26 PCN	Grand Forks	N. Columbia Rd	Reconstruct the segment of N. Columbia Road between the northend of the Columbia Road Overpass to just north of the University Ave. intersection	REMARKS:												
	Grand Forks	Principle Arterial														
	Reconstruction	Discretionary														
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
					6,244.00	4,376.00	0.00	0.00	1,868.00	CONSTR.			6,244.00			
								Urban Roads Program				TOTAL			6,244.00	
Grand Forks #27 PCN ??			Intentionally left blank	REMARKS:												
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.						
										CONSTR.						
												TOTAL				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019 - 2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL			2019	2020	2021	2022
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	FUNDING SOURCE					Operations				
					FUNDING SOURCE					Capital				
					FUNDING SOURCE					P.E.				
									R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #28 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2022 to December 31, 2022 (costs for fixed-route service are estimates).	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$265,250 East Grand Forks contract payment is shown as other										
	Grand Forks	Operations											3,134.03	
	Fixed-Route Transit Service	Entitlement	Excludes FTA Programs 5309 and 5310 costs	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA	
					3,134.03	1,162.64	215.38	593.37	1,162.64	CONSTR.				NA
				FTA 5307 (50/50)					TOTAL				3,134.03	
Grand Forks #29 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software	REMARKS:										
	Grand Forks	Capital											NA	
	Fixed-Route Transit Service	Entitlement	NOTE: Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				NA	
					15.00	12.00	0.00	0.00	3.00	CONSTR.				NA
				FTA 5307 (80/20)					TOTAL				15.00	
				REMARKS: A future #5310 project application is not shown at this time										
				Net Operating is shown before, Fed, State & Local Matching Funds are applied.										

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019 - 2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									CONSTR.					
				FUNDING SOURCE					TOTAL					
Grand Forks #30			Intentionally left blank	REMARKS:										
PCN									Operations					
									Capital					
									P.E.					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
									CONSTR.					
									TOTAL					
Grand Forks #31	Grand Forks	N. Washington	Reconstruct the underpass of the BNSF railway on N. Washington St (US 81B) just north of the intersection with DeMers Ave (ND297)	REMARKS: Approximately 50% funding through Regional Urban and other 50% funding through Rural Program										
PCN	NDDOT	Principle Arterial							Operations					
22167	Bridge Reconstruct	Discretionary							Capital					
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.					
				17,600.00	14,244.00	1,596.00		1,760.00	CONSTR.				17,600.00	
									TOTAL				17,600.00	
Grand Forks #33			Intentionally left blank	REMARKS:										
PCN									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 2019 - 2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
	RESPONSIBLE AGENCY	CLASSIFICATION								2019	2020	2021	2022	
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
			FUNDING SOURCE					TOTAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL
			Grand Forks Totals											
									2,910.26	2,983.02	3,057.59	3,134.03		
									780.00	15.00	15.00	15.00		
									0.00	0.00	0.00	0.00		
									0.00	0.00	0.00	0.00		
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	30,644.00	1,045.00	13,351.00	17,600.00		
				75,550.80	55,523.98	6,994.65	2,288.04	10,743.75	34,334.26	4,043.02	16,423.59	20,749.03		

EAST GRAND FORKS PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2019-2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES						
				AND SOURCE OF FUNDING						2019	2020	2021	2022				
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
					FUNDING SOURCE												
East Grand Forks #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, 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 Other is MN Transit Formula Funds													
	East Grand Forks	Operations								Operations	360.00						
	Fixed-Route Transit Service	Entitlement								Capital	0.00						
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA	R.O.W.	NA			
					360.00	89.00	0.00	183.00	88.00	CONSTR.	NA						
					FTA 5307					TOTAL	360.00						
East Grand Forks #2	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 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 Other is MN Transit Formula Funds													
	East Grand Forks	Operations								Operations	69.00						
	Paratransit Service for Disabled Persons	Entitlement								Capital	0.00						
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA	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 #3			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 Other is MN Transit Formula Funds One time state funding covering 2 years													
										Operations	230.00						
										Capital	0.00						
						TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.	NA	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 2019-2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT	FUTURE EXPENDITURES			
				AND SOURCE OF FUNDING						2019	2020	2021	2022	
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT DESCRIPTION	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									R.O.W.					
	PROJECT TYPE	FUNDING STATUS							CONSTR.					
FUNDING SOURCE									TOTAL					
East Grand Forks #4	East Grand Forks	NA	Purchase a fare collection equipment	REMARKS:										
	East Grand Forks	Operations	TRF-0018-19C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
	Fixed-Route Transit Service	Entitlement		220.00	176.00	0.00	44.00	0.00	Capital	220.00				
FTA 5307									P.E.	NA				
									R.O.W.	NA				
									CONSTR.	NA				
									TOTAL	220.00				
			Intentionally left blank	REMARKS:										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					
			Intentionally left blank	REMARKS:										
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations					
									Capital					
									P.E.					
									R.O.W.					
									CONSTR.					
									TOTAL					

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT				FUTURE EXPENDITURES								
										2019	2020	2021	2022	2019	2020	2021	2022					
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL	2019	2020	2021	2022			
					FUNDING SOURCE					TOTAL	2019	2020	2021	2022								
East Grand Forks #5	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, 20120(Costs for fixed-route service are estimates). TRF-0018-20B **Estimate \$315,000 RR and 210,000 Expansion (State funding)	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$500,000 Estimated fare is \$14,200 Other is MN Transit Formula Funds																		
	East Grand Forks	Operations									Operations								550.00			
	Fixed-Route Transit Service	Entitlement										Capital								0.00		
												P.E.								NA		
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								NA				
					550.00	94.00	0.00	331.00	125.00	CONSTR.								NA				
					FTA 5307					TOTAL								550.00				
East Grand Forks #6	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2020 to December 31, 2020. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates) TRF-0018-20A	REMARKS: Contract demand response service Estimated fare is \$13,650 Other is MN Transit Formula Funds																		
	East Grand Forks	Operations									Operations									70.00		
	Paratransit Service for Disabled Persons	Entitlement										Capital								0.00		
												P.E.								NA		
					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 #7	East Grand Forks	NA	As partnership in the CAT system, assist the construction of a transfer location to make the new route system provide a better transfer transferring among routes at this spot. TRF-0018-20C	REMARKS: Local is from City of Grand Forks																		
	East Grand Forks	Operations									Operations									0.00		
	Fixed-Route Transit Service	Entitlement										Capital								200.00		
												P.E.								NA		
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.								NA				
					200.00	160.00	0.00	0.00	40.00	CONSTR.								NA				
					FTA #5307					TOTAL								200.00				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT						
										FUTURE EXPENDITURES						
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	2019	2020	2021	2022		
											Capital	P.E.	R.O.W.	CONSTR.	TOTAL	
East Grand Forks #8	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2021 to December 31, 2021 (Costs for fixed-route service are estimates). TRF-0018-21B **Estimate \$315,000 RR and 210,000 Expansion *4% increase	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$515,000 Estimated fare is \$14,200 Other is MN Transit Formula Funds	FUNDING SOURCE											
	East Grand Forks	Operations			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			572.00			
	Fixed-Route Transit Service	Entitlement			572.00	98.00	0.00	344.00	130.00	Capital			0.00			
					FTA 5307					P.E.			NA			
										R.O.W.			NA			
										CONSTR.			NA			
										TOTAL			572.00			
East Grand Forks #9	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2021 to December 31, 2021. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates) TRF-0018-21A	REMARKS: Contract demand response service Estimated fare is \$13,650 Other is MN Transit Formula Funds	FUNDING SOURCE											
	East Grand Forks	Operations			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			71.00			
	Paratransit Service for Disabled Persons	Entitlement			71.00	0.00	0.00	58.00	13.00	Capital			0.00			
					State Transit Funds					P.E.			NA			
										R.O.W.			NA			
										CONSTR.			NA			
										TOTAL			71.00			
East Grand Forks #10	East Grand Forks	NA	Purchase Class 500 replacement vehicle TRF-0018-21C	REMARKS: Other is MN Transit Formula Funds	FUNDING SOURCE											
	East Grand Forks	Operations			TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			0.00			
	Paratransit Service for Disabled Persons	Entitlement			165.00	132.00		33.00		Capital			165.00			
					FTA 5339					P.E.			NA			
										R.O.W.			NA			
										CONSTR.			NA			
										TOTAL			165.00			

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT							
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2019	2020	2021	2022				
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					Operations	FUTURE EXPENDITURES						
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	2019	2020	2021	2022			
									Capital								
									P.E.								
									R.O.W.								
									CONSTR.								
									TOTAL								
									FUNDING SOURCE								
East Grand Forks #11	East Grand Forks	US 2	WBL - FROM 5TH AVE NW (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), RESURFACING	Project # 6001-61	REMARKS: Likely can include alternative concepts currently being considered in US 2 Study												
	MnDOT	Principal Arterial			Operations				0.00								
					Capital				0.00								
					P.E.				NA								
	Rehabilitation	Discretionary			R.O.W.				NA								
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.			10,800.00				
					District Managed Program					TOTAL			10,800.00				
East Grand Forks #12	East Grand Forks	19th Ave SE	construct a safe routes to school sidewalk 20th Ave SE starting at 10th St SE and 13th St SE and along 13th St SE to connect to school	Project # 119-591-006	REMARKS:												
	East Grand Forks	Local			Operations				0.00								
					Capital				0.00								
					P.E.				NA								
	Construction	Discretionary			R.O.W.				NA								
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.			171.25				
					State Transit Funds					TOTAL			171.25				
East Grand Forks #13	East Grand Forks	NA	Safe Routes to School educational and encouragement funding for a three year period	Project # 119-591-007	REMARKS: Agreement between East Grand Forks and SafeKids GF												
	East Grand Forks	NA			Operations				0.00								
					Capital				0.00								
					P.E.				NA								
	Safety	Discretionary			R.O.W.				NA								
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	CONSTR.			37.50				
					State Transit Funds					TOTAL			37.50				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS) AND SOURCE OF FUNDING					STAGING	ANNUAL ELEMENT				FUTURE EXPENDITURES			
										2019	2020	2021	2022	2019	2020	2021	2022
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations	Capital	P.E.	R.O.W.	CONSTR.	TOTAL		
										CONSTR.	CONSTR.	CONSTR.	CONSTR.	CONSTR.			
FUNDING SOURCE										TOTAL							
East Grand Forks #14	East Grand Forks	NA	Operating subsidy for proposed East Grand Forks fixed-route transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2021 to December 31, 2021 (Costs for fixed-route service are estimates). TRF-0018-22B	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$530,000 Estimated fare is \$14,200 Other is MN Transit Formula Funds													
	East Grand Forks	Operations															595.00
	Fixed-Route Transit Service	Entitlement															0.00
																	NA
					595.00	102.00	0.00	358.00	135.00						NA		
FTA 5307										TOTAL					595.00		
East Grand Forks #15	East Grand Forks	NA	Operating subsidy for demand response service for disabled persons and senior citizens covering the period January 1, 2021 to December 31, 2021. The paratransit service operates the same hours of operation as the fixed-route transit service (costs for paratransit service are estimates) TRF-0018-22A	REMARKS: Contract demand response service Estimated fare is \$13,650 Other is MN Transit Formula Funds													
	East Grand Forks	Operations															72.00
	Paratransit Service for Disabled Persons	Entitlement															0.00
																	NA
					72.00	0.00	0.00	59.00	13.00						NA		
State Transit Funds										TOTAL					72.00		
East Grand Forks #16	East Grand Forks	NA	Purchase Class 500 replacement vehicle for Demand Response ** 165,000 with 4% increase TRF-0018-22C	REMARKS Flex STP funds Other is MN Transit Formula Funds													
	East Grand Forks	Capital															0.00
	Fixed-Route Transit Service	Entitlement															180.00
																	NA
					180.00	144.00		36.00	0.00						NA		
Flexed STP Funds										TOTAL					180.00		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2019-2022

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	ANNUAL ELEMENT				FUTURE EXPENDITURES				
				TOTAL	FEDERAL	STATE	OTHER	LOCAL		2019	2020	2021	2022	2019	2020	2021	2022	
PROJECT NUMBER	RESPONSIBLE AGENCY	CLASSIFICATION	PROJECT TYPE	FUNDING STATUS	AND SOURCE OF FUNDING					Operations								
					FUNDING SOURCE					Capital								
									P.E.									
									R.O.W.									
									CONSTR.									
									TOTAL									
East Grand Forks #17	East Grand Forks	NA	As partnership in the CAT system, assist the purchase of card vending machines for CAT riders to lessen the demand of cash or tickets TRF-0018-22D	REMARKS:														
	East Grand Forks	Capital		Other is City of Grand Forks					Operations									
	Fixed-Route Transit Service	Entitlement		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
						250.00	200.00	0.00	50.00	0.00	CONSTR.							
									FTA 5307					TOTAL				
East Grand Forks #18	East Grand Forks	Bygland Rd	reconstruct the intersection of Bygland Road and Rhinehart Drive into a roundabout Project # 119-129-013	REMARKS:														
	East Grand Forks	Minor Arterial		Other costs are non-construction costs Other Revenue is MN State Aid					OTHER									
	Reconstruction	Discretionary		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.									
						1,670.00	860.00		650.00	160.00	CONSTR.							
									TOTAL									
East Grand Forks #19			Intentionally left blank	REMARKS:														
				Operations														
				Capital														
				P.E.														
									R.O.W.									
									CONSTR.									
									TOTAL									

2018- 2022 MN Transportation Improvement Program



Project Years

○ 2021 □ 2022

■ Environmental Justice Areas

■ MPO Study Area

0 0.25 0.5
Miles

Grand Forks - East Grand Forks
Metropolitan Planning Organization

ILLUSTRATIVE PROJECT LISTINGS

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

Illustrative Projects

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Pending Year			
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						2022			
	PROJECT NUMBER	PROJECT TYPE		FUNDING STATUS	TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
					FUNDING SOURCE					CONSTR.			
							TOTAL						
Grand Forks #1 No PCN	Grand Forks	varies	The City of Grand Forks will rehab traffic signals on the Urban Road system throughout Grand forks	REMARKS: NDDOT has identified this as a "PENDING" project for FY2022, meaning funds are not secured or not within the fiscally constrained program of projects. If funding does become available, the TIP will need to be amended.									
	Grand Forks	varies							Operations	NA			
	ITS Rehab	Discretionary							Capital	NA			
							P.E.	NA					
							R.O.W.						
							3,100.00	2,280.00	0.00	0.00	820.00	CONSTR.	3,100.00
							TOTAL						
Grand Forks #2 No PCN	Grand Forks	varies	The NDDOT will rehab traffic signals on the Urban Regional Roads system throughout Grand forks	REMARKS: NDDOT has identified this as a "PENDING" project for FY2022, meaning funds are not secured or not within the fiscally constrained program of projects. If funding does become available, the TIP will need to be amended.									
	NDDOT	varies							Operations				
	ITS Rehab	Discretionary							Capital				
							P.E.						
							R.O.W.						
							6,200.00	4,960.00	914.00		326.00	CONSTR.	6,200.00
							TOTAL					TOTAL	6,200.00
			Intentionally left blank										

PERFORMANCE BASED PLANNING AND PROGRAMMING

MAP-21 and FAST ACT requires incorporation of performance based planning and programming in the development of the Grand Forks – East Grand Forks Metropolitan Planning Organization’s (Forks MPO) Transportation Improvement Program (TIP). The requirement in these US Laws defined that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance measures by linking them with the investment priorities.

Performance-based planning and programming is an approach to applying performance management principles to transportation system policy and investment decisions. This approach provides a link between short-term management and long-range decisions about policies and investments that an agency makes for its transportation system. Performance-based planning and programming is a system-level, data-driven process to identify strategies and investments. For MPOs, performance measures provide a nuanced means of assessing progress toward meeting the intent of the LRTP.

MAP-21 and FAST places increased emphasis on performance management within the Federal-aid highway program, including development of national performance measures to be used by State DOTs and MPOs in setting targets.⁶ It also emphasizes performance management within the Federal transit program, including development of national performance measures in relation to state of good repair and safety, which are to be used by transit agencies in setting targets. Specifically, they are as follows:

- ***National Performance Management Measures for the Highway Safety Improvement Program*** (23 CFR 490, Subpart B)
There are five performance measures identified in 23 CFR 490.207(a):
 1. Number of fatalities
 2. Rate of fatalities
 3. Number of serious injuries
 4. Rate of serious injuries
 5. Number of non-motorized fatalities and non-motorized serious injuries
- ***National Performance Management Measures for Assessing Pavement Condition*** (23 CFR 490, Subpart C)
There are four performance measures identified in 23 CFR 490.307(a):
 1. Percentage of pavements of the Interstate System in good condition
 2. Percentage of pavements of the Interstate System in poor condition
 3. Percentage of pavements of the non-Interstate NHS in good condition
 4. Percentage of pavement of the non-Interstate NHS in poor condition
- ***National Performance Management Measures for Assessing Bridge Condition*** (23 CFR 490, Subpart D)
There are two performance measures identified in 23 CFR 490.407(a):
 1. Percentage of NHS bridges classified as in good condition
 2. Percentage of NHS bridges classified as in poor condition
- ***National Performance Management Measures to Assess Performance of the National Highway System*** (23 CFR 490, Subpart E)

There are two performance measures used to assess reliability identified in 23 CFR 490.507(a):

1. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
2. Percent of person-miles traveled on the non-Interstate NHS that are reliability (Non-Interstate Travel Time Reliability measure)

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

There is one performance measure identified in 23 CFR 490.607:

1. Truck Travel Time Reliability (TTTR) Index

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

There are four performance measures identified in 49 CFR 625.43:

1. Equipment: (non-revenue) service vehicles – percentage of vehicles that have either met or exceed their useful life benchmark
2. Rolling stock – percentage of vehicles within a particular asset class that have either met or exceed their useful life benchmark
3. Infrastructure: rail fixed-guideway track, signals and systems – percentage of track segments with performance restrictions
4. Facilities – percentage of facilities within as asset class, rated below condition 3 on the TERM scale

- ***Transit Safety*** (to be added once final rules published)

There is allowed a phase in period for the required performance base measures and targets. As of May, 2018, the only required performance measures (PM) to have the description of anticipated effect are those related to the five Safety measures. The performance goal, as stated from a national perspective, is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Therefore, this section of the TIP will address them. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The Safety PM Final Rule supports the data-driven performance focus on the HSIP. The Safety PM Final Rule establishes five performance measures.

As a bi-state mpo, the Forks MPO has an option to adopt state adopted targets or establish its own targets. In regards to the Safety PM, there are five specific measures that must be considered to carry out the HSIP.

1. Number of fatalities
2. Fatalities per 100 million vehicle miles traveled
3. Number of serious injuries
4. Serious injuries per 100 million vehicle miles traveled
5. Number of non-motorized fatalities and non-motorized serious injuries.

If the Forks MPO were to adopt each respective state targets, the Forks MPO would have a total of ten targets: two sets of these five Safety targets. The Forks MPO also has an option to adopt its own respective Safety target that is specific to the Forks MPO. One additional option is to adopt the state targets for some of the five measures and adopt an mpo target for the other measures of the five. Forks MPO did establish targets in coordination with the State, to the maximum extent practicable. The adopted targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request. Close coordination between and among states and mpos are envisioned from a national level to allow close working, integrated efforts to improve safety. Although the Forks MPO may adopt its own targets, the Forks MPO will continue to plan and program projects so that the projects contribute to the accomplishment of MnDOT's and NDDOT's safety targets as well.

In February, 2018, after close coordination with both states and including several discussions occurring at numerous MPO Technical Advisory Committees (TAC) and Executive Board meetings, the Forks MPO adopted five Safety PM targets specific to the MPO study area (see Table 1). The general purpose of the Forks MPO is to establish a uniform transportation plan and program for planning investments in the transportation system. Further, one overall transportation plan covering the entire metropolitan area, including area for future growth, establishes the goals, objectives, and standards to achieve the plan. The Forks MPO believed that adopting two state level targets eroded the overall uniform planning efforts. Minnesota and North Dakota are dramatically different in their respective transportation systems use and crash dynamics. Instead of having significantly different targets that treats one part of the Forks MPO differently from the other, the Forks MPO focused on establishing targets that maintain true uniformity within the metropolitan area.

TABLE 1

Performance Measure	Target
Number of Fatalities	3 or fewer (decline in trend)
Rate of Fatalities	0.673 per VMT (decline in trend)
Number of Serious Injuries	18 or fewer (decline in trend)
Rate of Serious Injuries	5.933 per VMT (decline in trend)
Number of Nonmotorized Fatalities and Serious Injuries.	3 or fewer (decline in trend)

As an example of how different each state target is: for the number of fatalities, Minnesota set a target of 375 fatalities statewide whereas North Dakota set a target of 138. The Forks MPO area specific target is set at three (3).

As the Safety PM is an annual target setting requirement, the Forks MPO has identified methods to assist in achieving target setting. For number of fatalities, total serious injuries, and the fatal and serious injuries for non-motorized crashes, the coordinated effort with each state will be to collect the most recent year of crash data within the Forks MPO planning area annually with the update of the TIP. This is an annual data request to NDDOT and MnDOT respective groups. Vehicle miles traveled (VMT) within the Forks MPO metropolitan planning area will be collected from the most recent calibrated Travel Demand Model. This data is updated every five

years as part of the Metropolitan Transportation Plan update and will be a constant in the TIP calculations for this measurement between MTP updates. This information is used to establish the rate of fatalities and rate of serious injuries.

The current metropolitan transportation plan is the 2040 Plan. It was developed and adopted under the guidance available for the MAP-21 ACT. The established measures specific to Safety were not finalized until several years after the 2040 Plan was adopted. In that Plan, the Forks MPO did establish performance targets regarding safety. Safety is one of the explicit goals of the 2040 Plan. Many objectives were adopted to support the Safety Goal. In addition, standards were approved that assist in reaching the objectives and overall goal.

These measures and targets were developed prior to the final federal required measures and target setting process. Therefore, an exact comparison cannot be made. The Forks MPO is currently updating the 2040 Plan. Under this process, the new Plan will implement the now promulgated required national performance measures. Particular attention is being done to integrate the various safety plans being promulgated by respective agencies.

As stated previously, the national safety performance effort is to achieve a significant reduction in fatalities and serious injuries. The predominant program that Congress has created to achieve this reduction is the Highway Safety Improvement Program. Most notably, each state has an adopted Strategic Highway Safety Plan. Safety emphasis areas are identified within each and specific strategies are adopted. Also, each state has prepared more localized strategic safety plans. In Minnesota, these are at each MnDOT District level and each county. For North Dakota, there are focused on the county and major urban city levels. These more local plans rely wholly on the state level emphasis areas and strategies; yet provide that local context with an eye towards local implementation.

A concern with these safety plans, particularly on the Minnesota side, has been the lack of Forks MPO (any greater MN mpos) inclusion in the safety planning process. The most recent Minnesota Strategic Highway Safety Plan has greatly improved the engagement of mpos in its development. However, as each respective District and/or County Safety plans are updated, at least the experience of the Forks MPO, has been a lack of engagement. Further, the Minnesota process for programming funds from the Highway safety Improvement Program has historically neglected the active engagement of the mpos. Routinely, MnDOT solicits, vets and programs projects without any involvement of the mpos. Efforts are underway to vastly improve this process.

The Forks MPO regularly completes corridor specific studies. Safety is often one of the leading issues that create the need for the more in-depth analysis of the corridors transportation system. As a standard operating practice, the Forks MPO conducts these studies through the lens of the needs of all users regardless of mode dominance. Lately, some specific studies on the Minnesota has led to adopting future improvement projects that will likely be programmed during the next TIP cycle.

The Forks MPO has a project selection process adopted to assist it in planning and programming projects. Each possible project is reviewed through several criteria pertinent for the projects likely funding source. Safety is also considered, requesting the project sponsor to indicate whether the proposed projects are furthering the respective safety plans that exists. For this current TIP, on the Minnesota side, the HSIP program has not been implemented into the Forks MPO programming process. Further, the method of distribution of federal funds, including those programs in addition to the HSIP, creates an irregular financial source to affect a safety improvement. The Forks MPO has been actively pursuing modifications to the Minnesota HSIP process. Some progress has been recognized and further improvements are being cooperatively developed.

MnDOT has little investments planned in the Forks MPO area under the 2040 Plan; let alone safety specific projects. Therefore, little is programmed. For East Grand Forks, opportunities for federal funding occurs every fourth year. 2022 happens to be the year that East Grand Forks enjoys the “every fourth year of federal funds”. The identified projects are focusing on improving implementation of a roundabout at an important intersection in the “Point” area of East Grand Forks. This is expected to have a positive impact on particular safety targets.

Conversely, North Dakota actively engages the Forks MPO in programming safety projects. There are several projects programmed within this TIP that are expressly reducing crashes, and the impacts crashes have on people, freight and facilities. Examples include the corridor wide improvements along 32nd Ave S between S. Washington St and I29. Another is the replacement of school signs throughout the City. Finally, the project to replace and upgrade the school crossing beacons throughout the City of Grand Forks will positively impact safety targets.

Locally generated revenue, together with Mn State Aid, are used to make some safety improvements within the Forks MPO area. Most of these projects are not required to be identified in the TIP. The Forks MPO does work with local staff in identifying needed improvements utilizing these funds. For future TIPs, these projects may need to be displayed for informational purposes to assist the Forks MPO achieving its safety targets.

In conclusion, the Forks MPO understands that they are in the early stages of developing a fully compliant performance based MTP and TIP. This amendment to the TIP serves to codify existing baseline Safety PMs in the TIP, as cooperatively developed with NDDOT and MnDOT. Through the current MTP update process, the Forks MPO will fully integrate Safety PM into their prioritization methodology for projects based on the performance measures and targets. As multiple years of data is collected for the performance measures and their targets, the Forks MPO will be able to see if the performance of their transportation system is moving in the right direction to meet the desired targets. Adjustments can be made to the strategies to meet the performance targets if the desired results are not being met.

APPENDIX I

FY2018 Project Status
And
Obligations

FY 2018 PROJECT STATUS SUMMARY

The following is a general status report of Grand Forks and East Grand Forks 2016 projects listed in the 2018 to 2021 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.

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	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						Operations			
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.				
				FUNDING SOURCE					CONSTR.				
									TOTAL				
Grand Forks #1 No PCN	Grand Forks	NA	Operating subsidy for proposed Grand Forks transit service. The service will operate 6 days a week and averages 62.5 hours of revenue service daily. Bus for the period January 1, 2018 to December 31, 2018 (costs for fixed-route service are estimates). Excludes FTA Programs 5339 and 5310 costs	REMARKS: Total operating cost for Public Transit Fixed-Route and Demand Response estimated fixed route fare is \$257,500 East Grand Forks contract payment is shown as other									
	Grand Forks	Operations		Obligation	2,910.26	1,050.93	200.00	345.20	1,050.93				Service is ongoing; the new routes were implemented in July
	Fixed-Route Transit Service	Entitlement			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
			3,537.96	1,134.21	258.18	345.20	1,800.37						
				FTA 5307					(50/50)	TOTAL			
Grand Forks #2 No PCN	Grand Forks	NA	Capital Purchase/Replacement of Safety and/or security hardware and software Grand Forks Public Transportation consist of Fixed-Route, Demand Response service.	REMARKS:									
	Grand Forks	Capital		Obligation	13.27	10.62			2.65			No safety & Security dollars spent. Awaiting building project.	
	Fixed-Route Transit Service	Entitlement			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
			15.00	12.00	0.00	0.00	3.00						
				FTA 5307					(80/20)	TOTAL			
				REMARKS: Net Operating is shown before, Fed, State & Local Matching Funds are applied.									

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	RESPONSIBLE AGENCY	CLASSIFICATION		TOTAL	FEDERAL	STATE	OTHER	LOCAL		Operations		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		AND SOURCE OF FUNDING					Capital			
									P.E.			
									R.O.W.			
									CONSTR.			
				FUNDING SOURCE					TOTAL			
Grand Forks #3 No PCN	Grand Forks	NA	various updates to facilities at the "Bus Barn"	REMARKS:								
	Grand Forks	Operating		Obligation	34.00	27.76			6.94		Only fare collection (PEM) machines replaced; most others waiting for major renovation of maintenance facility	
	Fixed Route Paratransit and/or Senior Service	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
			585.00	463.00			122.00	CONSTR.				
				FTA #5339 Capital					TOTAL			
Grand Forks #4 No PCN	Grand Forks	NA	Purchase two demand response vehicle one mini-van one 15 passenger van	REMARKS:								
	Grand Forks	Operating		Obligation	109.02	85.60			23.42		All vans purchased	
	Fixed Route Paratransit and/or Senior Service	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
			107.00	85.60		0.00	21.40	CONSTR.				
				FTA #5310					TOTAL			
Grand Forks #5 No PCN	Grand Forks	NA	continue funding for the mobility manager position	REMARKS:								
	Grand Forks	Operating		Obligation	83.31	66.65			16.66		Service is ongoing	
	Fixed Route Paratransit and/or Senior Service	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
			93.00	74.00			19.00	CONSTR.				
				FTA #5310					TOTAL			

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	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						Operations		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				FUNDING SOURCE					CONSTR.			
				TOTAL								
Grand Forks #6 PCN	Grand Forks	N. 42nd St	reconstruction of N. 42nd St between University Ave and Gateway Drive.	REMARKS:								
	Grand Forks	Minor Arterial		Obligation	\$ 5,038,335	\$ 4,077,524	\$ -	\$ -	\$ 960,810			Construction underway Numbers provided do not account for any local utility costs.
	Reconstruction	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
				7,205.00	4,880.00			2,325.00				
				Urban Local Roads Program					TOTAL			
Grand Forks #7 PCN ??	Grand Forks	US #2	The entails HBP mill/overlay US #2 from N. 69th St. west to the Grand Forks Air Force Base Projects is on westbound lane	REMARKS: Eastern three miles in the MPO Study Area Funding is pending for FY2018/Construction is FY2019 Amount in the MPO Study area is \$2,473,363 with federal amount of \$1,978,691								
	NDDOT	Principal Arterial		Obligation								This project has been moved to fiscal year 2019.
	Reconstruction	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
				9,069.00	7,340.00	1,729.00		0.00				
				Urban Regional Primary Roads Program					TOTAL			
Grand Forks #8 PCN	Grand Forks	varies	This project involves replacement of school signs various location in the City									
	NDDOT	varies		Obligation	\$ 35,000	\$ 31,500	\$ -	\$ -	\$ 3,500			
	Safety	Discretionary			TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.	
				46.00	41.00	5.00	0.00	0.00				
				Highway Safety Improvement Program					TOTAL			

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	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING						Operations		
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				FUNDING SOURCE					CONSTR.			
				FUNDING SOURCE					TOTAL			
Grand Forks #11a PCN	Grand Forks	Wasihngton St.	Two stretches of US 81B will have a mill and overlay project done.	REMARKS:								
	NDDOT	Principal Arterial	First segment is between Hammerling and DeMers Ave Second stretch is between 1st Ave N and 8th Ave N	Amended inito on March 2018					Operations	Construction is underway		
			Obligation	\$ 982,305	\$ 794,979	\$ 89,095	\$ -	\$ 98,230	Capital			
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				
	Pavement Maintenance	Discretionary	1111.00	899.00	101.00		111.00	R.O.W.				
				Regional Secondary Program					CONSTR.			
									TOTAL			
Grand Forks #11b No PCN	Grand Forks	NA	Purchase a automatic vehicle locating equipment that replace existing equipment that has been used past its useful life.	REMARKS: Uses unspent prior VTCLI grant								
	Grand Forks	Capital		Amended June 20,2018					Operations	Equipment was purchased		
			Obligation	131.74	99.00			32.74	Capital			
			TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.				
	Fixed Route Paratransit and/or Senior Service	Discretionary	140.00	99.00			41.00	R.O.W.				
									CONSTR.			
									TOTAL			
			Intentionally left blank	REMARKS:								
									Operations			
									Capital			
									P.E.			
									R.O.W.			
									CONSTR.			
									TOTAL			

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	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
									R.O.W.			
				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, 2018 to December 31, 2018 (Costs for fixed-route service are estimates). Obligation	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$328,900 Estimated fare is \$13,800 Other is MN Transit Formula Funds						Continued ongoing operation of service from January 1, 2018 to December 31, 2018		
	East Grand Forks	Operations		350.00	85.00		175.00	95.00	Operations			
	Fixed-Route Transit Service	Entitlement	TRF-0018-18B	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				350.00	85.00	0.00	180.00	85.00	CONSTR.			
				FTA 5307					TOTAL			
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 Obligation	REMARKS: Contract demand response service Estimated fare is \$13,260 Other is MN Transit Formula Funds						Continued operation of demand response service from January 1, 2019 to December 31, 2018		
	East Grand Forks	Operations		71.20	0.00	0.00	61.20	10.00	Operations			
	Paratransit Service for Disabled Persons	Entitlement	TRF-0018-18A	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				68.00	0.00	0.00	57.00	11.00	CONSTR.			
				State Transit Funds					TOTAL			
East Grand Forks #3	East Grand Forks	NA	Purchase of a Class 500 vehicle for Demand Response Purchase of a Class 300 vehicle for demand response and as back-up for fixed route. Obligation	REMARKS: Cities Area Transit will cover the local match Amended March 2018 switch funding source to Federal Funds						Class 300 vehicle has been ordered following MN bus procurement		
	East Grand Forks	Capital		140.00	112.00	0.00	0.00	26.00	Operations			
	Paratransit Vehicle	Discretionary	TRF-0018-18C	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				150.00	120.00	0.00	0.00	30.00	CONSTR.			
				FTA #5307					TOTAL			

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	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
				FUNDING SOURCE					CONSTR.			
									TOTAL			
East Grand Forks #4	East Grand Forks	NA	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 Obligation	REMARKS: Contract fixed route services with City of Grand Forks Estimated payment to GF is \$49,000 Estimated fare is \$8,800 Other is MN Transit Formula Funds One time state funding covering 2 years								
	East Grand Forks	Operations		108.10	0	0.00	108.10	0.00	Operations			
	Fixed-Route Transit Service	Entitlement		TRF-0018-18ZO	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
					57.00	0.00	0.00	57.00	0.00	R.O.W.		
				State Funds					CONSTR.			
				TOTAL					TOTAL			
										Operation of new route service and night service implemented July 16, 2018.		
East Grand Forks #5	East Grand Forks	NA	Purchase Class700 for added fixed route service Obligation	REMARKS: Originally amended into FY2017 being carried-over into FY2018 One time state funding								
	East Grand Forks	Capital		474.54	0	0	460.00	14.54	Operations			
	Fixed-Route Transit Service	Entitlement		TRF-0018-18ZC	TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
					460.00	0.00	0.00	460.00	0.00	R.O.W.		
				State Transit Funds					CONSTR.			
				TOTAL					TOTAL			
										Class 700 vehicle procured, purchased and added to new route service.		
East Grand Forks #6			Intentionally left blank	REMARKS:								
									Operations			
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	P.E.		
										R.O.W.		
									CONSTR.			
									TOTAL			

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	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
									R.O.W.			
				FUNDING SOURCE					CONSTR.			
									TOTAL			
East Grand Forks #7	East Grand Forks	Rhinehart Dr	reconstruct the segment of Rhinehart Drive between Bygland Dr and 6th St SE. Includes a sidewalk. Amended to reduce the length and cost	REMARKS: Other is Municipal State Aid Amended February 2018								
	East Grand Forks	Collector		Obligation	78.00	51.12	0.00	26.88	0.00			Project has been bid and bid has been awarded
	Reconstruction	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				102.00	66.50		35.50		CONSTR.			
								TOTAL				
East Grand Forks #8	East Grand Forks	Bygland Dr.	construct/install pedestrian safety improvement at the intersection with 13th St SE.	REMARKS: Other is Municipal State Aid								
	East Grand Forks	Minor Arterial		Obligation	184.30	120.88	0	63.42	0.00			Project has been bid and bid has been awarded
	Safety	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				282.00	180.00		102.00		CONSTR.			
								TOTAL				
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		Obligation	489.30	320.88	0.00	168.42	0.00			Project has been bid and bid has been awarded
	Construction	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
				364.00	237.00		127.00		CONSTR.			
								TOTAL				

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligation and Project Status Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
				FUNDING SOURCE					CONSTR.			
				TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.			
									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		Obligation	35.40	23.04	0.00	12.36	0.00			Project has been bid and bid has been awarded
	Rehabilitation	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
				31.00	20.00		11.00			TOTAL		
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		Obligation	433.00	283.92	0	149.08	0.00			Project has been bid and bid has been awarded
	Construction	Discretionary	Project # 119-129-002 covers several projects as individually listed	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
				414.00	144.00		270.00			TOTAL		
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		Obligation	6,949.46							Project has been underway since 2017 and is expected to be finished early 2019
	Rehabilitation	Discretionary	Project # 6018-02	TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.	CONSTR.		
					6,949.46					TOTAL		

GRAND FORKS - EAST GRAND FORKS METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY2018 Annual Listing of Obligation and Project Status Report

URBAN AREA	PROJECT LOCATION	FACILITY	PROJECT DESCRIPTION	ESTIMATED COST (THOUSANDS)					STAGING	Project Status		
	RESPONSIBLE AGENCY	CLASSIFICATION		AND SOURCE OF FUNDING								
PROJECT NUMBER	PROJECT TYPE	FUNDING STATUS		TOTAL	FEDERAL	STATE	OTHER	LOCAL	Operations			
									Capital			
											P.E.	
									R.O.W.			
									CONSTR.			
									TOTAL			
East Grand Forks #12a	East Grand Forks	17th Str NW	Upgrade right of way facilities along 17th Str. NW between River Road and Central Ave.	REMARKS:								
	East Grand Forks	Major Collector										
	Construction	Discretionary		Obligation	344.90	226.16	0.00	118.74	0.00			Project has been bid and bid has been awarded
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
			271.00	172.60		98.40		CONSTR.				
									TOTAL			
			Intentionally left blank	REMARKS:								
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
										CONSTR.		
									TOTAL			
			Intentionally left blank	REMARKS:								
					TOTAL	FEDERAL	STATE	OTHER	LOCAL	R.O.W.		
										CONSTR.		
									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



Signature

Chairman
Title

August 22, 2018
Date

North Dakota Department
of Transportation



Signature

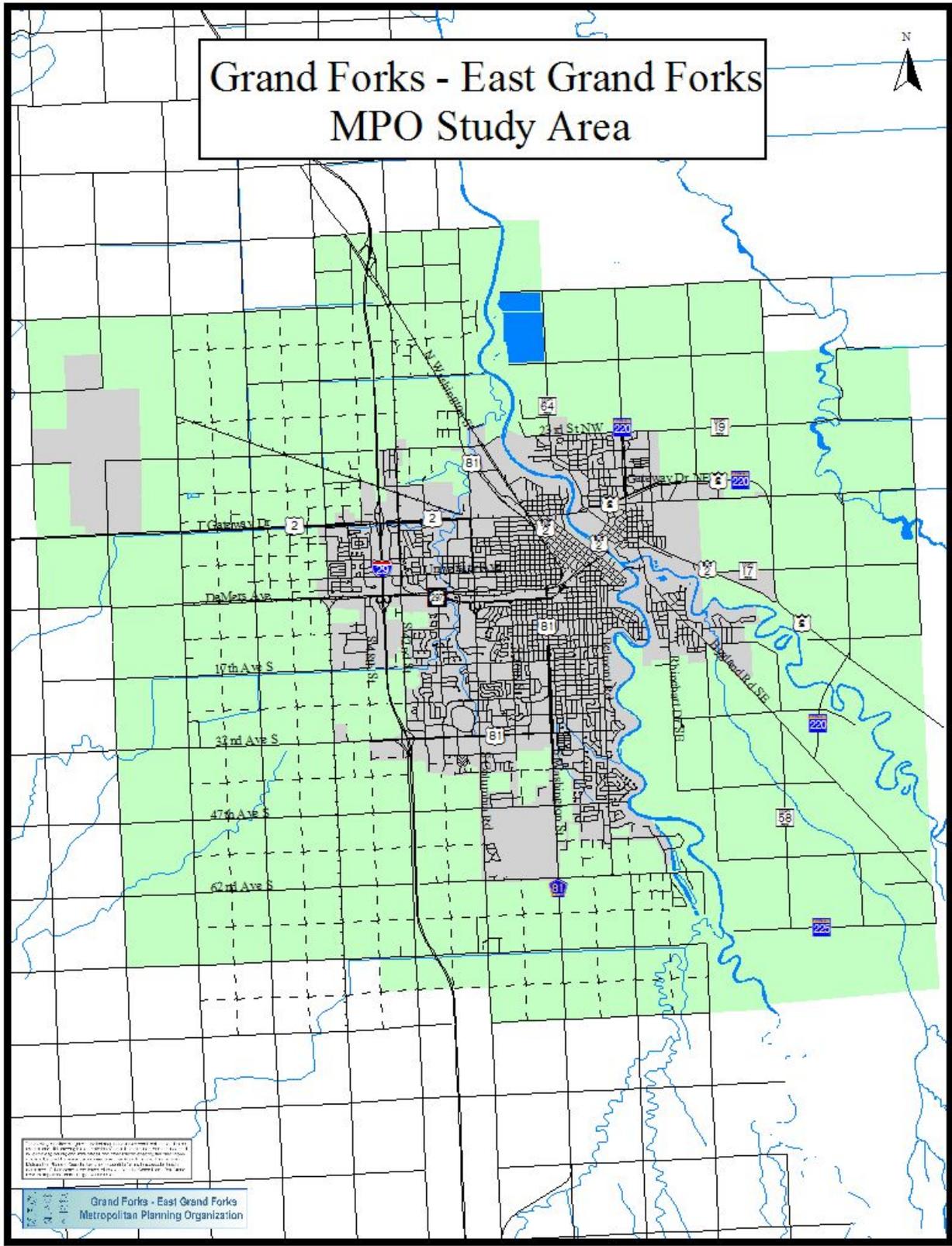
Local Government Engineer
Title

September 13, 2018
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 Grand Forks - East Grand Forks Metropolitan Planning Organization.

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 notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements.

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

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

Furthermore, a public hearing was held on April 11, 2018, during a Technical Advisory Committee Meeting. The purpose of this hearing was to receive comments on a draft list of transportation improvement projects for 2019-2022 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 18, 2018 as the Draft 2017-2020 T.I.P.

For the North Dakota side, a draft 2019-2022 T.I.P. was not developed.

The final public hearing was scheduled for August 15, 2018, 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 22, 2018.

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 2019 to 2022 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 12:00 PM on April 18th. 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 2019 to 2022 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 17th.

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

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



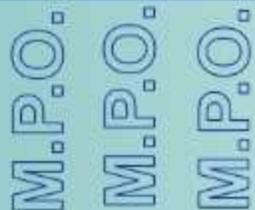
PUBLIC NOTICE

The Grand Forks - East Grand Forks Metropolitan Planning Organization (MPO) will hold a public hearing on the North Dakota Side Final 2019 to 2022 Transportation Improvement Program (TIP). The TIP also incorporates the local transit operators' Program of Projects (POP). Public notice of public involvement activities and time established for public review and comments on the TIP will satisfy the POP requirements. 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 15th. The public, particularly special and private sector transportation providers, are encouraged to attend.

The TIP lists all transportation improvement projects programmed to be completed between the years of 2019 to 2022 in the MPO Study Area. 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 11:00 AM on August 15th.

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

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



Grand Forks - East Grand Forks Metropolitan Planning Organization

- PROJECTS/PLANS/REPORTS
- TITLE VI/ADA PROGRAM PLAN/FORMS/POLICIES, REPORTS, AND GUIDELINES
- BOARDS AND COMMITTEES
- TECHNICAL ADVISORY COMMITTEE MEETING AGENDAS/PACKETS
- FINANCE COMMITTEE MEETING AGENDAS/PACKETS
- MPO EXECUTIVE POLICY BOARD MEETING AGENDAS/PACKETS
- EAST GRAND FORKS POPULATION ESTIMATES
- GRAND FORKS POPULATION ESTIMATE
- ABOUT THE MPO
- CONTACT US
- MINUTES
- MPO STAFF
- JOB OPPORTUNITIES/INTERNSHIPS
- THE TRANSPORTATION PLANNING PROCESS BRIEFING BOOK
- TRANSPORTATION IMPROVEMENT PLANS (T.I.P.)

PROJECTS/PLANS/REPORTS



- **NEW** [2019-2022 FINAL DRAFT T.I.P.](#)
 - [Public Hearing Notice – August 15, 2018](#)
- **UPDATED!** [2045 STREET/HIGHWAY ELEMENT](#)
 - [2045 Street/Highway Element Planning Activities](#)
- **NEW** [PROPOSED NEW BUS ROUTES](#)

TRANSPORTATION

APPENDIX V

**MINNESOTA SIDE
PROJECTS SHOWN IN
NWATP FORMAT**

	F	G	I	J	K	L	M	N	O	P	T	V	X	AB	AE	AF	AP	AR	AV	AW
9	Projnum	#Year	Agency	Description	BEG_RP	END_RP	Length	City	County Name	Program	Primary Work Type 1	Secondary Work Type 1	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	FTA	State TH	Other	Project Total
10	TRF-0018-19A	2019	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	FTA	69,000	-	-	-	-	69,000	69,000
11	TRF-0018-19B	2019	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	B9	TRANSIT	TRANSIT OPERATIONS	FTA	360,000	-	-	89,000	-	271,000	360,000
12	TRF-0018-19Z0	2019	EAST GRAND FORKS	EAST GRAND FORKS; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18-6/30/19)				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	LF	230,000	-	-	-	-	230,000	230,000
13	TRF-0018-19C	2019	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FARE COLLECTION EQUIPMENT (MOBILE)				EAST GRAND	POLK	B9	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	220,000	-	-	176,000	-	44,000	220,000
14	TRF-0018-20A	2020	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	FTA	70,000	-	-	-	-	70,000	70,000
15	TRF-0018-20B	2020	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	B9	TRANSIT	TRANSIT OPERATIONS	FTA	550,000	-	-	94,000	-	456,000	550,000
16	TRF-0018-20C	2020	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS; SUPPORT EQUIP/ FACILITIES-EQUIPMENT				EAST GRAND	POLK	B9	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	200,000	-	-	160,000	-	40,000	200,000
17	TRF-0018-21A	2021	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	FTA	71,000	-	-	-	-	71,000	71,000
18	TRF-0018-21B	2021	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	B9	TRANSIT	TRANSIT OPERATIONS	FTA	572,000	-	-	98,000	-	474,000	572,000
19	TRF-0018-21C	2021	EAST GRAND FORKS	SECT 5339: EAST GRAND FORKS PURCHASE ONE (1) CLASS 500 REPLACEMENT VEHICLE				EAST GRAND	POLK	BB	TRANSIT	TRANSIT VEHICLE PURCHASE	FTA	165,000	-	-	132,000	-	33,000	165,000
20	119-591-006	2021	EAST GRAND FORKS	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, SIDEWALK EXTENSIONS ON 20TH AVE SE AND 13TH ST SE (CAPPED \$137,000)	0	0	0.0	EAST GRAND	POLK	EN	BIKE/PED (P)	SIDEWALKS (S)	STBGTAP Statewide	171,250	137,000	-	-	-	34,250	171,250
21	119-591-007	2021	EAST GRAND FORKS	EAST GRAND FORKS, SAFE ROUTES TO SCHOOL, TRAINING AND SUPPLIES, NON-INFRASTRUCTURE (CAPPED \$30,000)	0	0	0.0	EAST GRAND	POLK	EN	BIKE/PED (P)	EDUCATION AND SAFETY (S)	STBGTAP Statewide	37,500	30,000	-	-	-	7,500	37,500
22	6001-61	2021	MNDOT	**SPP**AB** US 2, WBL - FROM 0.5 MILES W OF THE W JCT OF MN 220 (EAST GRAND FORKS) TO 0.3 MI E OF POLK CSAH 15 (FISHER), CRACK & OVERLAY	001+00.728	016+00.060	14.6	EAST GRAND	POLK	RS	PAVEMENT RESURFACE AND REHABILITATION (P)	CRACK AND OVERLAY (S)	NHPP	10,800,000	8,640,000	-	-	2,160,000	-	10,800,000
23	TRF-0018-22A	2022	EAST GRAND FORKS	EAST GRAND FORKS DAR TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	TR	TRANSIT	TRANSIT OPERATIONS	FTA	72,000	-	-	-	-	72,000	72,000
24	TRF-0018-22B	2022	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS FIXED ROUTE TRANSIT OPERATING ASSISTANCE				EAST GRAND	POLK	B9	TRANSIT	TRANSIT OPERATIONS	FTA	595,000	-	-	102,000	-	493,000	595,000
25	TRS-0018-22T	2022	EAST GRAND FORKS	EAST GRAND FORKS PURCHASE ONE (1) CLASS 500 REPLACEMENT BUS				EAST GRAND	POLK	TR	TRANSIT	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	180,000	-	144,000	-	-	36,000	180,000
26	TRF-0018-22D	2022	EAST GRAND FORKS	SECT 5307: EAST GRAND FORKS; PURCHASE CARD VENDING EQUIPMENT				EAST GRAND	POLK	B9	TRANSIT	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000	-	-	200,000	-	50,000	250,000
27	119-119-013	2022	EAST GRAND FORKS	INTERSECTION OF BYGLAND ROAD & RHINEHART DRIVE, ROUNDABOUT CONSTRUCTION (CAPPED \$860,000) (ASSOCIATED SP 119-129-003)	0	0	0.0	EAST GRAND	POLK	RC	TRAFFIC CONTROL DEVICES/SAFETY (P)	ROUNDABOUT (S)	STBGP 5K-200K	1,670,000	860,000	-	-	-	810,000	1,670,000