

North Dakota Legislative Interim Economic Impact Committee

Grand Forks Transportation Infrastructure

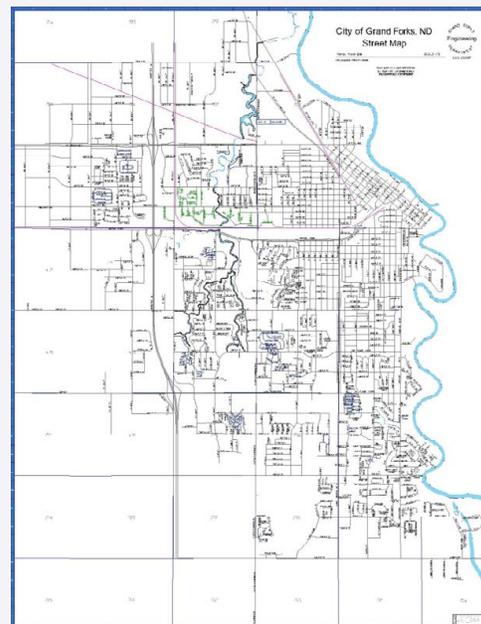
CITY OF GRAND FORKS STREETS AND HIGHWAYS

Allen Grasser, City Engineer of the City of Grand Forks

GRAND FORKS TRANSPORTATION INFRASTRUCTURE

Grand Forks Street Network

- 241 Miles of Streets
- 25 Miles of Bike Paths (Non-Greenway)
- 330 Miles of Sidewalks
- 60 Signalized Intersections
- 25 School Crossing Beacons
- 4200 Street Lights



Street Classification Definition

1. Local

- Primary purpose is access to property (i.e. the type of street in front of a home).

2. Collector

- More limited access. Can serve apartments and business size lots.
- Meant to efficiently move local traffic.

3. Arterial

- Access limited to 660 or 880 ft. separations.
- Many times these are the multi-lane facilities.
- Typically where one will see signalized intersections.
- Moving local and regional goods and services.

4. State Highways

5. Interstate

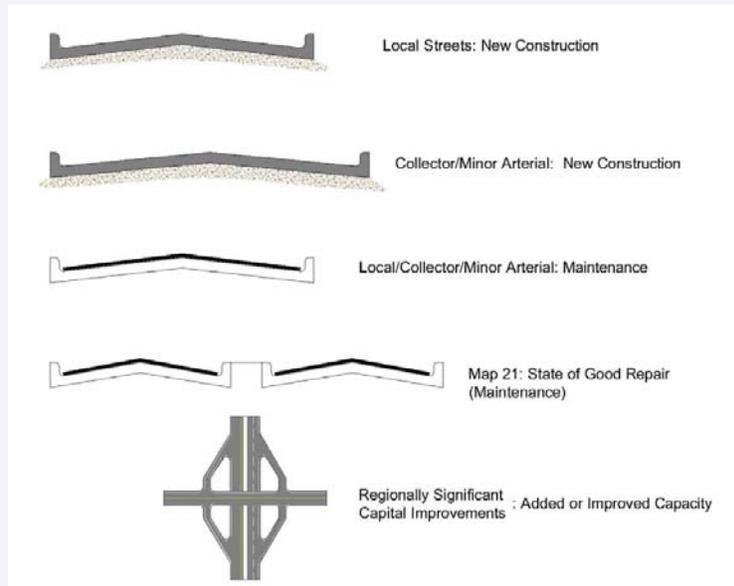
National Highway System

To a large extent, this system reflects the current “Regional” system of roads. MAP-21 adds 8 miles to their priority system for a total of 26 miles

Pretty much all Federal funds will go to that system just for “State of Good Repair”



Financial “Demand” Centers



Example Subdivision Crary's Addition PUD

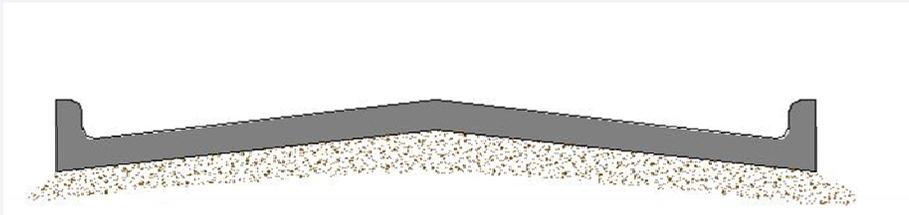
- Represents equivalent of about 3^{1/3} yrs residential/commercial development
- 5 miles of local streets
- 2 miles of classified streets



Financial Analysis Overview

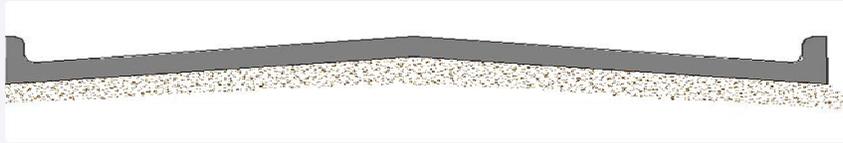
- General in Nature
- 10 Year Timeframe
 - Anticipated need
 - Financial sources typically utilized
 - Financial gaps

Local Streets: New Construction



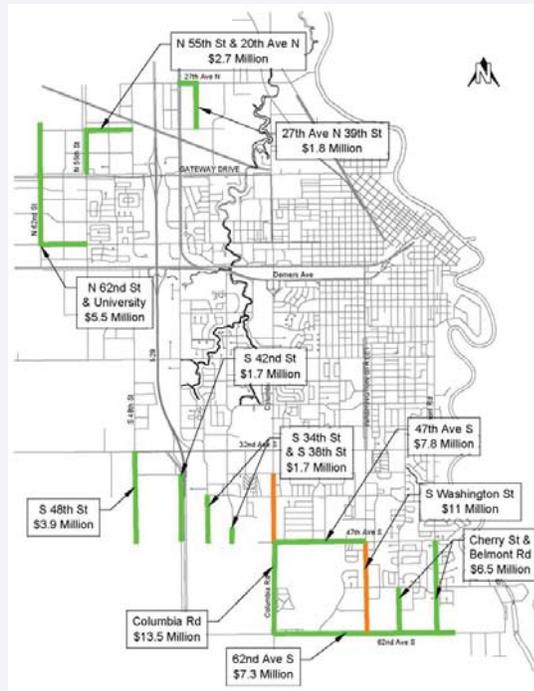
- \$31 Million (10 yrs)
- Special Assessed
- Assumes \$0 Gap

Collector/Minor Arterial: New Construction

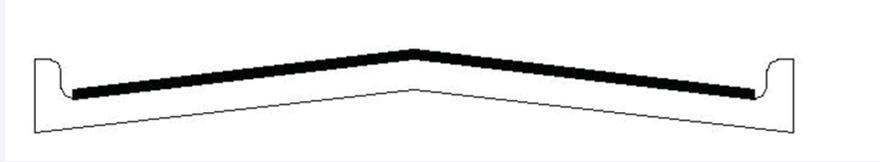


- Need: \$63 Million
- Local Funds available: \$20 Million
- Gap: \$43 Million
- As a group the primary sources of funding have been:
 - City Funds
 - Special Assessments
 - Federal Funds
 - State Funds
- For future planning, Federal funding limitations would appear at this time to effectively reduce or eliminate Federal participation in major capacity expansion activities

Planning Level 10 Year Trunk Road Needs

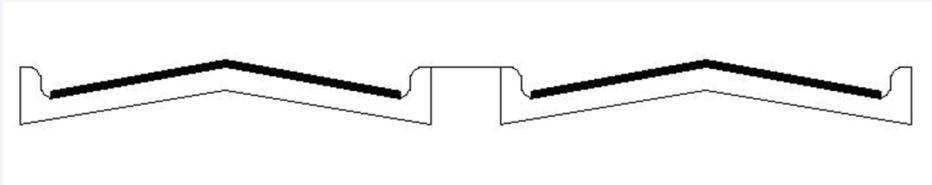


Local/Collector/Minor Arterial: Maintenance



- To reach a “state of good repair”, any individual street should have an appropriate level of maintenance at least once in a 10 year period.
- Need: \$90 Million
- Funds Available: \$13 Million
- **Gap: \$77 Million**

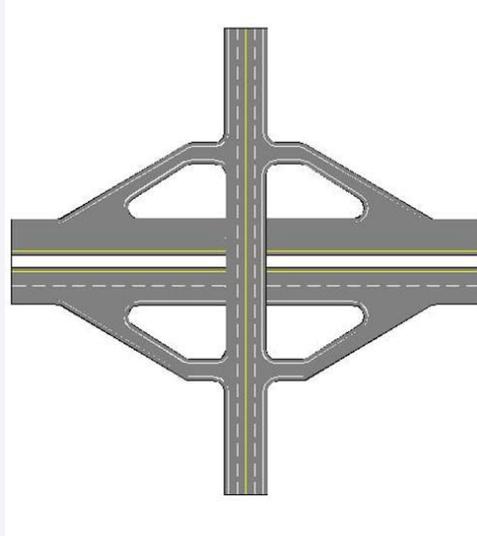
Map-21: State of Good Repair



- Focused Federal/State/Local Dollars
- Addresses maintenance but little or no capacity expansions
- Final rates and implementation unknown at this time
- Federal funds available: \$78 Million
- **Gap (Local): \$8 to \$15 Million**
- State will plan/provide capacity expansions
- City will prioritize budgets to provide required local match

Regionally Significant Projects at City Jurisdiction

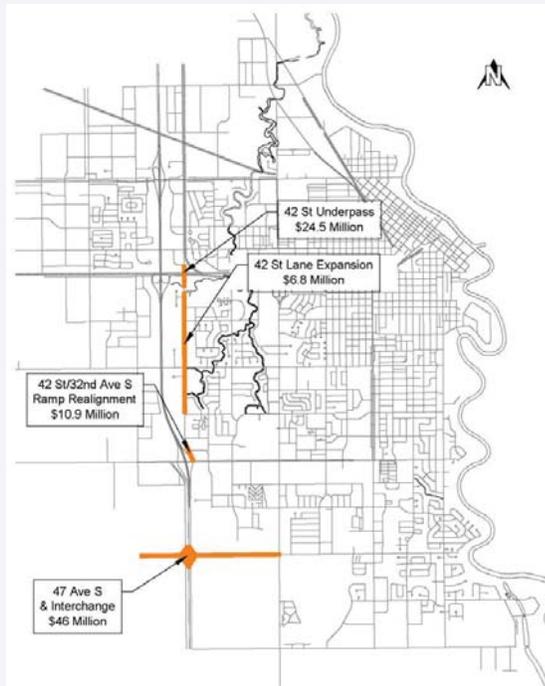
- MPO Long Range Transportation Plan provides an illustrative list of projects for 25 years which have no funding source identified.
- The list was prioritized to a 10 year period
- Need: \$88.2 Million
- Available Funds: \$0
- **Gap: \$88.2 Million**



10 Year Regionally Significant Projects

City priority is the 47th Ave. South Interchange

- Provides congestion relief for 32nd Ave. South
- Provides access to new elementary school
- Allows expansion of commercial development and new housing areas to the west



Thank You for What You've Done

- SB 2176 – Gone a long way toward meeting local needs
- Provides City with approximately \$2.4M/biennium in local maintenance funding relief

