

MINNESOTA - EAST GRAND FORKS

Obligated					
Year	Federal	State Expansion	State Preservation	Local Expansion	Local Preservation
2007	\$596,970	\$0	\$0	\$149,240	\$0
2008	\$262,460	\$0	\$29,160	\$0	\$0
2009	\$0	\$0	\$0	\$1,447,900	\$0
2010	\$737,880	\$0	\$0	\$889,320	
2011	\$0	\$0	\$0	\$0	\$0
2012	\$0	\$0	\$0	\$0	\$0
2013	\$0	\$0	\$0	\$0	\$0
2014	\$737,840	\$0	\$2,150,000	\$0	\$509,030
2015	\$225,000	\$25,000	\$0	\$0	\$509,030
Total	\$2,560,150	\$25,000	\$2,179,160	\$2,486,460	\$1,018,060

2012 - 2015 TIP

NORTH DAKOTA - GRAND FORKS

Year	Obligated						
	Federal		State Expansion	State Preservation	Local Expansion	Local Preservation	Urban Roads
2007	\$1,359,296		\$0	\$67,331	\$334,509	\$0	
2008	\$895,720		\$0	\$99,520	\$0	\$0	
2009	\$5,966,960		\$106,740	\$495,200	\$0	\$949,870	
2010	\$5,695,040		\$0	\$0	\$2,594,730	\$342,550	
2011	\$5,041,830		\$60,210	\$692,250	\$81,350	\$150,840	
2012	\$5,507,578		\$20,582	\$97,616	\$0	\$1,232,184	
2013	\$6,263,000		\$0	\$375,000	\$518,250	\$882,000	\$2,200,000
2014	\$3,565,400		\$0	\$420,000	\$388,800	\$315,000	\$2,200,000
2015	\$2,287,000		\$32,000	\$250,000	\$0	\$300,000	\$2,200,000
Total	\$36,581,824		\$219,532	\$2,496,917	\$3,917,639	\$4,172,444	\$6,600,000

2012 - 2015 TIP

MINNESOTA - EAST GRAND FORKS

Revenue Forecasts					
Year	Federal	State w/Bridges	State w/out Bridges	Local	ATP
<i>Growth Projection</i>	1.90%	3.20%	3.20%	3.20%	1.90%
2016 *	\$0	\$12,500,000	\$0	\$416,165	\$0
2017	\$0	\$0	\$0	\$424,072	\$0
2018 **	\$0	\$14,500,000	\$0	\$432,130	\$559,777
2019	\$0	\$0	\$0	\$440,340	\$0
2020	\$0	\$0	\$0	\$448,707	\$0
2021	\$0	\$0	\$0	\$457,232	\$0
2022	\$0	\$0	\$0	\$465,919	\$603,548
2023	\$347,260	\$284,968	\$284,968	\$474,772	\$0
2024	\$353,858	\$290,382	\$290,382	\$483,793	\$0
2025	\$360,581	\$295,900	\$295,900	\$492,985	\$0
2026	\$367,432	\$301,522	\$301,522	\$502,351	\$650,742
2027	\$374,414	\$307,251	\$307,251	\$511,896	\$0
2028	\$381,527	\$313,088	\$313,088	\$521,622	\$0
2029	\$388,776	\$319,037	\$319,037	\$531,533	\$0
2030	\$396,163	\$325,099	\$325,099	\$541,632	\$701,625
2031	\$403,690	\$331,276	\$331,276	\$551,923	\$0
2032	\$411,360	\$337,570	\$337,570	\$562,409	\$0
2033	\$419,176	\$343,984	\$343,984	\$573,095	\$0
2034	\$427,141	\$350,519	\$350,519	\$583,984	\$756,488
2035	\$435,256	\$357,179	\$357,179	\$595,080	\$0
2036	\$443,526	\$363,966	\$363,966	\$606,386	\$0
2037	\$451,953	\$370,881	\$370,881	\$617,908	\$0
2038	\$460,540	\$377,928	\$377,928	\$629,648	\$815,641
2039	\$469,290	\$385,108	\$385,108	\$641,611	\$0
2040	\$478,207	\$392,425	\$392,425	\$653,802	\$0
Total	\$7,370,153	\$33,048,083	\$6,048,083	\$13,160,993	\$4,087,821

NORTH DAKOTA - GRAND FORKS

Revenue Forecasts							
Year	Regional/Federal	Urban Roads	State w/Bridges	State w/out Bridges	State w/Bridges	State w/out Bridges	Local
<i>Growth Projection</i>	1.50%	1.50%	1.50%	1.50%	3.00%	3.00%	3.00%
2016 *	\$1,946,073	\$2,300,492	\$12,814,425	\$314,425	\$12,819,072	\$319,072	\$958,386
2017	\$1,975,264	\$2,335,000	\$319,142	\$319,142	\$328,644	\$328,644	\$987,138
2018 **	\$2,004,893	\$2,370,025	\$14,823,929	\$323,929	\$14,838,503	\$338,503	\$1,016,752
2019	\$2,034,966	\$2,405,575	\$328,788	\$328,788	\$348,658	\$348,658	\$1,047,255
2020	\$2,065,491	\$2,441,659	\$333,719	\$333,719	\$359,118	\$359,118	\$1,078,672
2021	\$2,096,473	\$2,478,284	\$338,725	\$338,725	\$369,892	\$369,892	\$1,111,033
2022	\$2,127,920	\$2,515,458	\$343,806	\$343,806	\$380,989	\$380,989	\$1,144,364
2023	\$2,159,839	\$2,553,190	\$348,963	\$348,963	\$392,418	\$392,418	\$1,178,694
2024	\$2,192,237	\$2,591,488	\$354,198	\$354,198	\$404,191	\$404,191	\$1,214,055
2025	\$2,225,120	\$2,630,360	\$359,511	\$359,511	\$416,316	\$416,316	\$1,250,477
2026	\$2,258,497	\$2,669,815	\$364,903	\$364,903	\$428,806	\$428,806	\$1,287,991
2027	\$2,292,374	\$2,709,863	\$370,377	\$370,377	\$441,670	\$441,670	\$1,326,631
2028	\$2,326,760	\$2,750,511	\$375,932	\$375,932	\$454,920	\$454,920	\$1,366,430
2029	\$2,361,661	\$2,791,768	\$381,571	\$381,571	\$468,568	\$468,568	\$1,407,423
2030	\$2,397,086	\$2,833,645	\$387,295	\$387,295	\$482,625	\$482,625	\$1,449,645
2031	\$2,433,043	\$2,876,149	\$393,104	\$393,104	\$497,104	\$497,104	\$1,493,135
2032	\$2,469,538	\$2,919,292	\$399,001	\$399,001	\$512,017	\$512,017	\$1,537,929
2033	\$2,506,581	\$2,963,081	\$404,986	\$404,986	\$527,377	\$527,377	\$1,584,067
2034	\$2,544,180	\$3,007,527	\$411,061	\$411,061	\$543,199	\$543,199	\$1,631,589
2035	\$2,582,343	\$3,052,640	\$417,227	\$417,227	\$559,494	\$559,494	\$1,680,536
2036	\$2,621,078	\$3,098,430	\$423,485	\$423,485	\$576,279	\$576,279	\$1,730,953
2037	\$2,660,394	\$3,144,906	\$429,837	\$429,837	\$593,568	\$593,568	\$1,782,881
2038	\$2,700,300	\$3,192,080	\$436,285	\$436,285	\$611,375	\$611,375	\$1,836,368
2039	\$2,740,805	\$3,239,961	\$442,829	\$442,829	\$629,716	\$629,716	\$1,891,459
2040	\$2,781,917	\$3,288,560	\$449,472	\$449,472	\$648,607	\$648,607	\$1,948,202
Total	\$58,504,833	\$69,159,758	\$36,452,573	\$36,452,573	\$38,633,126	\$38,633,126	\$34,942,065

with bridges

	Grand Forks	North Dakota	East Grand Forks	Minnesota
Short Term (2016 - 2022)	\$24,190,093	\$43,553,614	\$4,247,890.01	\$27,000,000
Mid Term (2023 - 2030)	\$32,011,986	\$21,156,326	\$5,412,949.78	\$5,407,259
Long Term (2031 - 2040)	\$47,899,744	\$30,247,466	\$7,587,974.39	\$8,010,977
Total:	\$104,101,823	\$94,957,406	\$17,248,814	\$40,418,236

without bridges

	Grand Forks	North Dakota	East Grand Forks	Minnesota
Short Term (2016 - 2022)	\$24,190,093	\$16,553,614	\$4,169,692.45	\$0
Mid Term (2023 - 2030)	\$32,011,986	\$21,156,326	\$6,090,530.50	\$5,407,259
Long Term (2031 - 2040)	\$47,899,744	\$30,247,466	\$19,989,515.39	\$8,010,977
Total:	\$104,101,823	\$67,957,406	\$30,249,738	\$13,418,236

* In E. Grand Forks, Over the Red River of the North, Repair BR #9090 (Kennedy Br) (MN Lead)(CH 152)

** Rehab/Replace Sorlie Bridge (Ch. 152 Project)(Mn Share)

	1	2	3	4	5
	District DOT Projects	State Revenue	State Funding Diff	Urban Roads Revenue	Urban Roads Left-Over
Short Term (2016 - 2022)	\$60,877,000	\$42,153,614	(\$18,723,386)	\$36,082,093	\$17,358,707
Mid Term (2023 - 2030)	\$41,403,000	\$21,156,326	(\$20,246,674)	\$32,011,986	\$11,765,312
Long Term (2031 - 2040)	\$32,043,000	\$30,247,466	(\$1,795,534)	\$47,899,744	\$46,104,210
Total:	\$134,323,000	\$93,557,406	(\$40,765,594)	\$115,993,823	\$75,228,229

	6	7	8	9	10	11
	City-Owned NHS "SOGR"	Urban Roads Left-Over	Urban Roads for Non-NHS "SOGR"	Non-NHS Arterials "SOGR"	Urban Roads Left-Over	Non-NHS Collectors "SOGR"
Short Term (2016 - 2022)	\$15,042,000	\$17,358,707	\$2,316,707	\$2,475,000	(\$158,293)	\$0
Mid Term (2023 - 2030)	\$1,975,000	\$11,765,312	\$9,790,312	\$10,416,000	(\$625,688)	\$0
Long Term (2031 - 2040)	\$3,830,000	\$46,104,210	\$42,274,210	\$23,953,000	\$18,321,210	\$18,321,210
Total:	\$20,847,000	\$75,228,229	\$54,381,229	\$36,844,000	\$17,537,229	-

- 1 – NDDOT District Project – Hybrid (Does not include long-term costs of 32nd Ave reconstruction to 6-Lanes from I-29 to Columbia Rd)
- 2 – State Revenue
- 3 – State revenue minus NDDOT District expenditures (= #2 - #1)
- 4 – Local Urban Roads Revenue
- 5 – Urban Roads Revenue Remaining to cover NDDOT District expenditures, if needed (= #4 - #3)
- 6 – City-Owned NHS “State of Good Repair Projects” (Columbia Rd Rehab 11th to 14th, Columbia Rd Rehab 40th to 47th and Columbia Rd Overpass)
- 7 – Same as #5
- 8 – Urban Roads Revenue Remaining for Non-NHS State of Good Repair projects (= #7 - #6)
- 9 – Estimated Expenditures for Non-NHS Arterial “State of Good Repair Projects”
- 10 – Urban Roads Revenue Remaining after considering Local State of Good Repair Projects on Arterial System (= #8 - #9)
- 11 – Estimated Expenditures for Non-NHS Collectors “State of Good Repair Projects”

	12	13	14
	State Revenue Balance	Urban Roads Revenue Balance	Expenditure Fiscal Constraint +/- %
Short Term (2016 - 2022)	\$0	(\$158,293)	0.2%
Mid Term (2023 - 2030)	\$0	(\$625,688)	1.2%
Long Term (2031 - 2040)	\$0	\$0	0.0%
Total:	\$0	(\$783,982)	-

- 12 – State Revenue Balance
- 13 – Urban Roads Revenue Balance
- 14 – Expenditure Fiscal Constraint (= #12 / (#2 + #4))