

# East Grand Forks-Grand Forks Regional Bridge Crossing(s)

Planning for Improved Mobility, Equity, Sustainability, and  
Economic Competitiveness

## PROJECT BUDGET

FY 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program



**Project Name:** East Grand Forks-Grand Forks Regional Bridge Crossing(s) Planning for Improved Mobility, Equity, Sustainability, and Economic Competitiveness

**Project Type:** Rural Planning Project

**Future Eligible Project Costs:** \$7.5 million

**2025 RAISE Funds Requested:** \$7.5 million

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**Supporting Information can be found at:**

[https://www.srfconsulting.com/grand\\_forks-east\\_grand\\_forks/](https://www.srfconsulting.com/grand_forks-east_grand_forks/)





# East Grand Forks-Grand Forks Regional Bridge Crossing(s)

Submitted by City of East Grand Forks, MN

FY 2025 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program

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# PROJECT BUDGET

## PROJECT COSTS

**Total Project Cost:** \$7.5 million

**FY 2025 RAISE Grant Request:** \$7.5 million (100 percent of total project cost)

The City of East Grand Forks, Minnesota is requesting \$7.5 million in planning funds to advance planning activities for new bridge crossing(s) over the Red River in the [Grand Forks-East Grand Forks Metropolitan Planning Area](#). The East Grand Forks-Grand Forks Regional Bridge Crossing(s) Planning for Improved Mobility, Equity, Sustainability, and Economic Competitiveness Project (herein known as the Project) will identify and evaluate potential transportation corridor with bridge crossing location(s) across the Red River, which demarcates the Minnesota-North Dakota state line. The Project is [immensely supported](#) by project partners City of Grand Forks, ND, Polk County, MN, and

Grand Forks County, ND. Additionally, the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) has been a champion of the Project for more than two decades.

The total (future eligible) project cost is \$7.5 million and will advance planning activities including Planning and Environmental Linkages (PEL) study, Preliminary Design Engineering, and National Environmental Policy Act (NEPA) Environmental Documentation. The [total project cost estimate](#) has been prepared based on planning level analysis. So far, over \$2.27 million in other federal and local funds, contributed by all project partners, have been spent to date towards advancing various studies in the region since 2002. [Table 1](#) presents the funding breakdown of costs being requested in RAISE planning funds.

**Table 1 Project Funding Breakdown**

Project Components		Project Funding						Total Cost Estimate
		Federal Funding		Other Federal		Non-Federal		
		RAISE		GF-EGF MPO		Project Partners		
		Dollars	Percent	Dollars	Percent	Dollars	Percent	
Past Expenses	Feasibility & Traffic Studies	\$0		\$1,600,000		\$400,000		\$2,000,000
	Hydraulic Study	\$0		\$0		\$95,140		\$95,140
	Scoping Study	\$0		\$0		\$179,575		\$179,575
	Total Ineligible Costs	\$0	0%	\$1,600,000	70%	\$674,715	30%	\$2,274,715
Future Cost	PEL Study	\$1,738,679		\$0		\$0		\$1,738,679
	Preliminary Design & Environmental Document	\$5,082,715		\$0		\$0		\$5,082,715
	Contingency	\$678,606		\$0		\$0		\$678,606
	Total Future Eligible Costs	\$7,500,000	100%	\$0	0%	\$0	0%	\$7,500,000
RAISE Rural Request		\$7,500,000	100%	Total Eligible Project Cost				\$7,500,000
Other Federal		\$0	0%					
Non-Federal		\$0	0%					

The Project sits across [23 census tracts](#), of which nine tracts (27119020100, 27119020200, 38035010100, 38035010200, 38035010301, 38035010302, 38035010400, 38035010805, 38035010806) are identified as Areas of Persistent Poverty (APP) while two tracts (27119020200 and 38035010600) are identified as Historically Disadvantaged Communities by the Climate & Economic Justice Screening Tool (CEJST). As the

Project advances through preliminary engineering and environmental documentation a preferred alternative at appropriate location(s) will be selected for the construction of the resulting Capital Project. Therefore, project costs currently cannot be broken down further by census tracts. However, all census tracts within the Project Area are listed in Tables 2 and 3.

Table 2 Project Cost by 2020 Census Tracts

2020 Census Tract(s)	Jurisdiction	Project Costs per Census Tract	Areas of Persistent Poverty (APP)
27119020100	Minnesota	TBD	Yes
27119020200	Minnesota	TBD	Yes
27119020300	Minnesota	TBD	No
27119020400	Minnesota	TBD	No
27119020500	Minnesota	TBD	No
38035010100	North Dakota	TBD	Yes
38035010200	North Dakota	TBD	Yes
38035010301	North Dakota	TBD	Yes
38035010302	North Dakota	TBD	Yes
38035010400	North Dakota	TBD	Yes
38035010600	North Dakota	TBD	No
38035010700	North Dakota	TBD	No
38035010801	North Dakota	TBD	No
38035010804	North Dakota	TBD	No
38035010805	North Dakota	TBD	Yes
38035010806	North Dakota	TBD	Yes
38035010900	North Dakota	TBD	No
38035011000	North Dakota	TBD	No
38035011100	North Dakota	TBD	No
38035011201	North Dakota	TBD	No
38035011202	North Dakota	TBD	No
38035011701	North Dakota	TBD	No
38035011702	North Dakota	TBD	No
		<b>Total Project Cost:</b>	<b>\$7.5 million</b>

**Table 3 Project Cost by 2010 Census Tracts**

2010 Census Tract(s)	Jurisdiction	Project Costs per Census Tract	Historically Disadvantaged Communities (HDC)
27119020100	Minnesota	TBD	No
27119020200	Minnesota	TBD	<b>Yes</b>
27119020300	Minnesota	TBD	No
27119020400	Minnesota	TBD	No
27119020500	Minnesota	TBD	No
38035010100	North Dakota	TBD	No
38035010200	North Dakota	TBD	No
38035010300	North Dakota	TBD	No
38035010400	North Dakota	TBD	No
38035010600	North Dakota	TBD	<b>Yes</b>
38035010700	North Dakota	TBD	No
38035010801	North Dakota	TBD	No
38035010803	North Dakota	TBD	No
38035010804	North Dakota	TBD	No
38035010900	North Dakota	TBD	No
38035011000	North Dakota	TBD	No
38035011100	North Dakota	TBD	No
38035011200	North Dakota	TBD	No
38035011700	North Dakota	TBD	No
		<b>Total Project Cost:</b>	<b>\$7.5 million</b>

Further, as the Project Area lies outside of urbanized area with population of more than 200,000, the Project is designated as a rural project and all cost spent are within rural census designation (Table 4).

**Table 4 Project Cost by Urban/Rural Census Designation**

Urban/Rural	Project Costs
Urban (2020 Census-designated urban area with a population greater than 200,000)	\$0
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	\$7.5 million
	<b>Total Project Cost: \$7.5 million</b>



## NON-FEDERAL FUNDING SOURCE

### Lead Applicant and Project Partners

The City of East Grand Forks, MN and project partners City of Grand Forks, ND, Polk County, MN, and Grand Forks County, ND have served as the champion of the Project for over two decades and have spent over \$2.27 million towards advancing various planning initiatives listed in [Project Description](#) under Project History subsection. The East Grand Forks City Council adopted a [resolution](#) on January 16, 2024, to approve the request for FY 2024 RAISE funding.

The Project is listed in the Grand Forks-East Grand Forks Metropolitan Planning Organization's (MPO) [2050 Street and Highway Plan](#) as an illustrative project of significance. An Illustrative Project is one that has a regionally significant transportation purpose and need, but costs exceed forecast revenues. In most cases, federal funding is being pursued for Illustrative Projects. Once the funding is secured, the MPO will amend the project into the Transportation Improvement Program (TIP), through the TIP modification processes.

The City of East Grand Forks is requesting 100 percent of the project cost in federal funding and applauds the historic investment in our region's transportation economy through the Bipartisan Infrastructure Law.

## OTHER FEDERAL FUNDING SOURCES

There are no other committed or secured federal funding sources being utilized towards this Project. However, the City of East Grand Forks and all project partners will actively continue seeking other federal and non-federal funding sources, including discretionary and formula funds as well as additional congressional funding, towards funds needed for the construction of the Capital Project.

### RAISE Funding Need

If the RAISE funding is not awarded, the Project will be significantly delayed from its existing schedule. Without the proposed planning activities, new river crossing(s) to support the growth of the East Grand Forks-Grand Forks Metropolitan Area will not be feasible. The Project Area will continue to experience higher than average crash rates, increasing travel pattern disruptions, and capacity overflow in the region. The much-needed pedestrian/bicyclist improvements of Americans with Disabilities Act (ADA) compliant multimodal infrastructure will not be constructed, leading to absence of multimodal infrastructure along the Project Area. The City of East Grand Forks and project partners may seek alternative funding sources in the future, but the scope and schedule will be significantly impacted. The absence of funding and corresponding scope reduction would adversely impact the population in the area.

## SUPPORTING DOCUMENTS

Links to supporting documents are included throughout this narrative. All supporting documents and the RAISE grant application narrative are available to view at the following webpage:

[https://www.srfconsulting.com/grand\\_forks-east\\_grand\\_forks/](https://www.srfconsulting.com/grand_forks-east_grand_forks/)