



BUILD Capital Grant: Project Budget

Project Budget

Project Budget

Grant Funds, Sources, and Uses of All Project Funding

Dyersville is a rural community.

Total Cost: \$29,181,500

BUILD: \$25,000,000 (86 percent)

Local: \$4,181,500 (14 percent)

The Enhancing Multimodal Connections in Dyersville Project is a \$29,181,500 connectivity-focused project that will build new, key multimodal connections and create a sustainable and resilient transportation network in this rural community. To reduce the impact from both flood and rail blockage events, two

new roadway bridge connections will be implemented to create reliable access for the community that does not exist currently by adding network linkage and eliminating an at-grade rail crossing. Five new trail segments will provide connected bicycle and pedestrian opportunities for all users. This project will reduce emergency response times and support tourism and economic vitality.

The City of Dyersville (City) is submitting a BUILD grant request for \$25,000,000. This generational investment in Dyersville is not possible without an investment from the U.S. Department of Transportation (USDOT). Dyersville has secured and committed \$4,181,500 in match, representing 14 percent of the total project cost. The match includes in-kind contributions of right-of-way (ROW) already owned by the City that will be incorporated into the project limits, in-kind project staff for administrative activities, and \$3,563,000 in bond-secured cash. This funding commitment is not subject to restrictions and is documented and included in Appendix A.

Project Costs

Tables 1 and 2 provide a breakdown of project costs by component and the source of matching funds for the primary components: North-South Connection, East-West Connection, and Community Trail Connections. This budget was informed by cost estimates prepared by registered engineering staff in January 2024 and updated for this application in January 2025. Since cost estimates were updated within the last year, annual inflation was not applied, per the BUILD NOFO. The cost estimate assumptions for contingency vary by each components design status and are reflected in **Table 1**. This rate is informed by both the construction cost index and current bonding rates.

Table 1. Detailed Cost by Component

| Detailed Cost Elements | Component 1: North-South Connection (7th Street) <i>Based on 20% Design</i> | Component 2: East-West Connection (12th Avenue) <i>Based on 30% Design</i> | Component 3: Community Trail Connections <i>Based on 10% Design</i> | Total Cost |
|--|---|--|--|----------------------|
| Cost Incurred Outside the Grant Agreement | | | | |
| Planning and Engagement | \$75,000 | \$107,500 | \$0 | \$182,500 |
| Functional Design | \$133,000 | \$170,000 | \$29,000 | \$332,000 |
| Environmental | \$136,000 | \$270,000 | \$50,000 | \$456,000 |
| ROW | \$250,000 | \$0 | \$0 | \$250,000 |
| Cost Incurred Outside the Grant Agreement Total | \$594,000 | \$547,500 | \$79,000 | \$1,220,500 |
| Future Eligible Cost | | | | |
| Project Wide Public Engagement | \$136,500 | \$136,500 | \$136,500 | \$409,500 |
| Preliminary Design | \$0 | \$0 | \$0 | \$95,900 |
| Final Design | \$36,000 | \$45,000 | \$43,000 | \$1,576,800 |
| Construction Administration and Inspection | \$593,500 | \$702,000 | \$86,500 | \$1,053,600 |
| Construction | \$704,000 | \$108,000 | \$154,500 | \$13,904,200 |
| Subtotal Future Eligible Cost | \$11,120,000 | \$8,100,000 | \$2,483,000 | \$24,730,000 |
| Contingency | \$12,590,000 | \$9,091,500 | \$2,903,500 | \$3,851,000 |
| Total Future Eligible Cost | \$3,113,500 | \$995,000 | \$488,000 | \$29,179,125 |
| Total Cost | \$16,297,500 | \$10,634,000 | \$3,470,500 | \$ 30,399,625 |

Table 2. Source of Funds

| Funding Source | Component 1: North-South Connection (7th Street) | Component 2: East-West Connection (12th Avenue) | Component 3: Community Trail Connections | Total Cost | Federal/Local Percentage |
|---------------------------|--|---|--|---------------------|--------------------------|
| BUILD Funds | \$13,453,500 | \$8,641,000 | \$2,905,500 | \$25,000,000 | 86% |
| Other Federal Funds | \$0 | \$0 | \$0 | \$0 | |
| Non-Federal Funds | \$2,250,000 | \$1,445,500 | \$486,000 | \$4,181,500 | 14% |
| Total Project Cost | \$15,703,500 | \$10,086,500 | \$3,391,500 | \$29,181,500 | 100% |

Non-Federal Matching Funds

Table 3. Non-Federal Matching Sources

| Non-Federal Matching Sources | Value | Type |
|------------------------------|--------------------|---------|
| Bonds | \$3,563,000 | Cash |
| ROW | \$375,000 | In-Kind |
| Staff Time | \$243,500 | In-Kind |
| Total | \$4,181,500 | |

All local matching funds are committed and ready to spend as soon as grant funds are obligated. The matching funds come from the City budget through General Obligation Bonds and Tax Increment Financing funds, are not allocated to any specific project element, and do not carry any use restrictions. Funding commitment documentation is attached in Appendix A. Dyersville will request in-kind

match as part of this project because funds are greatly restricted in this rural community. The details of the in-kind match will be proposed to USDOT during the agreement development to recognize the City's administrative activities related to the administration of this award and the value of the real property owned by the City that is being incorporated into the project. The City may also request an Advance Construction Agreement from the Iowa Department of Transportation and USDOT to avoid delaying project advancement during the period that will lapse between grant announcement and grant obligation.

Preconstruction Activity Completed to Date

The total cost for this project is \$30,402,000, including previous and future expenses. The City anticipates spending \$1,220,500 before the grant agreement, including public engagement, functional design concept, preliminary engineering, and environmental studies for both the East-West Connection and North-South Connection. Dyersville has a policy to purchase property identified in the comprehensive plan as it becomes available on the real estate market as a land preservation acquisition. These are voluntary, willing buyer/willing seller sales. As part of this policy, the City owns property for Components 2 and 3, which are anticipated to be incorporated into the project's ROW limits. The rest of the property will become park space connecting to an extensive water trail system in a complementary project.

Contingency Amounts

The project cost estimate includes contingency to account for unknown cost escalation. Registered professional engineers developed cost estimates informed by historic bid

prices in the Iowa market and cost estimating standards. Contingency varies across components and is informed by the current design percent complete and anticipated letting date. Additional detail is available in **Table 4**.

- **Component 1** – North-South Connection (7th Street) is currently at 20 percent design. This component includes a new roadway with a river crossing, an intersection improvement, a rail crossing, and bike and pedestrian facilities. The project is anticipated to be let in 2028. A 20 percent contingency was applied to this component.
- **Component 2** – East-West Connection (12th Avenue) is currently at 30 percent design. This component includes a new roadway with a river crossing and bike and pedestrian facilities. The project is anticipated to be let in 2028. A 10 percent contingency was applied to this component.
- **Component 3** – Community Trail Connections is currently at 10 percent design. This component includes a roadway modification project that creates safe bike and pedestrian facilities and crossings throughout Dyersville. The project is anticipated to be let in 2027. A 15 percent contingency was applied to this component.

Despite the inclusion of such contingencies, circumstances may arise that cause project costs to increase above the stated amounts. The City will secure General Obligation Bonds and Tax Increment Financing funds to cover cost overruns for the project, should they occur.

Table 4. Cost Assumption Disclosure

| | Component 1: North-South Connection (7th Street) | Component 2: East- West Connection (12th Avenue) | Component 3: Community Trail Connections |
|---------------------------------|---|--|--|
| Design Percent at Cost Estimate | 20% | 30% | 10% |
| Contingency Applied | 20% | 10% | 15% |
| Letting Year | 2028 | 2028 | 2028 |

Budget per Census Area

All project components are located in Census Tract 105, Dubuque County, Iowa, which is not identified as disadvantaged or as an area of persistent poverty. **100 percent of funds are being spent within Census Tract 105, which is a designated Rural Area** (located outside a 2020 Census-designated urban area with a population greater than 200,000).

| 2020 Census Tract(s) | Project Costs per Census Tract |
|----------------------|----------------------------------|
| Census Tract 105 | \$29,181,500 |
| Rural | Total Project Cost: \$29,181,500 |