



BUILD Capital Grant: Project Budget

Project Budget

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Sources, Uses, and Availability

Dyersville is a rural community.

Total Cost: \$29,181,500

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

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

The Connections for Economic Freedom project (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, which 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 Better Utilizing Investments to Leverage Development (BUILD) grant request for \$25,000,000. This generational investment in Dyersville is not possible without BUILD grant funding 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 financial commitment is not subject to restrictions and is documented in the Funding Commitments attachment.

Project Breakdown of 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 and January 2026. Because cost estimates were updated within the last year, annual inflation was not applied, per the BUILD Notice of Funding Opportunity (NOFO). The cost estimate assumptions for contingency vary by each component's design status and are reflected in **Table 3**. 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)	Component 2: East-West Connection (12th Avenue)	Component 3: Community Trail Connections	Total Cost
	<i>Based on 20% Design</i>	<i>Based on 30% Design</i>	<i>Based on 10% Design</i>	
Future Eligible Cost				
Project-Wide Public Engagement	\$136,500	\$136,500	\$136,500	\$409,500
ROW	\$0	\$0	\$0	\$0
Preliminary Design	\$36,000	\$45,000	\$43,000	\$124,000
Final Design	\$593,500	\$702,000	\$86,500	\$1,382,000
Construction Administration and Inspection	\$704,000	\$108,000	\$154,500	\$966,500
Construction	\$11,120,000	\$8,100,000	\$2,483,000	\$21,703,000
Subtotal Future Eligible Cost	\$12,590,000	\$9,091,500	\$2,903,500	\$24,585,000
Contingency	\$3,113,500	\$995,000	\$488,000	\$4,596,500
Total Future Eligible Cost	\$15,703,500	\$10,086,500	\$3,391,500	\$29,181,500

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 be spent 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 included as an attachment to the application. The City will

request in-kind match as part of the 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 (Iowa DOT) and USDOT to avoid delaying project advancement during the period that will lapse between grant announcement and grant obligation.

Non-participating Costs

The Project’s total cost is \$30,402,000, including previous and future expenses. The City anticipates spending \$1,220,500 before the grant agreement to conduct public engagement, functional design concept, preliminary engineering, and environmental studies for both the North-South Connection and East-West Connection, leaving a total future eligible project cost of \$29,181,500. The City 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. complete

Contingency Amounts and Level of Design

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. Contingency amounts by component are listed in **Table 1** and 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 2029. 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 2029. 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 2029. 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 any 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	2029	2029	2029

Project Costs 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.

Table 5: Project Costs per Census Area

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

Project Costs per Urban/Rural Area

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).

Table 6: Project Costs per Urban/Rural Area

Urban and Rural	Project Costs
Urban	\$0
Rural	\$29,181,500