

# County State Aid Highway 54 Safety Improvements and Multimodal Connectivity Project PROJECT BUDGET

FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program



**Project Name:** County State Aid Highway 54 Safety Improvements and Multimodal Connectivity Project

**Project Type:** Rural Capital

**Future Eligible Project Costs :** \$35,365,038

**2024 RAISE Funds Requested:** \$25,000,000

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**Supporting Information can be found at:**

<https://www.srfconsulting.com/dakota-county-54/>





# County State Aid Highway 54 Safety Improvements and Multimodal Connectivity Project

Submitted by Dakota County, Minnesota

FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program

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# PROJECT BUDGET

## PROJECT COSTS

**Total Project Cost:** \$35.365 million

**FY 2024 RAISE Grant Request:** \$25 million (71 percent of total project cost)

### Availability and commitment of funding sources:

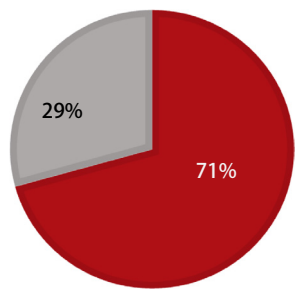
Dakota County, Minnesota is requesting \$25 million in RAISE grant capital funds for costs associated with construction, inflation, and contingency. The County State Aid Highway 54 Safety Improvements and Multimodal Connectivity Project (herein referred to as the Project) will address critical safety concerns along County State Aid Highway (CSAH) 54 and extend the active transportation infrastructure, to build equitable and sustainable communities in Dakota County. The Project is [immensely supported](#) by project partners City of Hastings, Ravenna Township, and the Prairie Island Indian Community (PIIC), a Mdewakanton Sioux Indian reservation and federally recognized tribe.

The total (future eligible) project cost is \$35,365,038.

The [total project cost estimate](#) has been prepared based on planning level analysis.

Additionally, the County will spend \$3.6 million in non-federal funds towards advancing the project delivery. These ineligible costs include design and consulting services for the preparation

of environmental documents, preliminary engineering plans, final engineering plans, and right-of-way acquisition. The Project is programmed in Dakota County's approved [2024-2028 Transportation Capital Improvement Program \(CIP\)](#) as Project No. 54-011, as of Fall 2023. Table 1 presents the funding breakdown of costs being requested in RAISE funds.



**Figure 1 Project Funding Breakdown**

**Table 1 Project Funding Breakdown**

Project Components	Project Funding				Total Cost Estimate
	Federal Funding		Non-Federal		
	RAISE		Dakota County		
	Dollars	Percent	Dollars	Percent	
Prelim Design & Environmental Assessment	\$0		\$750,000		\$750,000
Final Design	\$0		\$1,350,000		\$1,350,000
Right-of-Way Acquisition	\$0		\$1,500,000		\$1,500,000
Total Incurred/Non-Eligible Expenses	\$0	0%	\$3,600,000	100%	\$3,600,000
Construction Costs	\$25,000,000		\$3,470,847		\$28,470,847
Contingency & Inflation	\$0		\$6,894,191		\$6,894,191
Total Future Eligible Costs	\$25,000,000	71%	\$10,365,038	29%	\$35,365,038
RAISE Rural Request	\$25,000,000	71%	Total Eligible Project Cost		\$35,365,038
Other Federal	\$0	0%			
Non-Federal	\$10,365,038	29%			

The Project sits across two census tracts, neither of which are designated as an area of persistent poverty (APP) or historically disadvantaged community (HDC), as defined in the NOFO. It is also not located within a census-designated urban area. Tables 2 and 3 show the project costs broken down by 2020 and 2010 census tracts definitions, respectively.

**Table 2 Project Cost by Census Tracts**

2020 Census Tract(s)	Project Costs per Census Tract
614.01	\$33,344,179
611.09	\$2,020,859
<b>Total Project Cost:</b>	<b>\$35,365,038</b>

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

2010 Census Tract(s)	Project Costs per Census Tract
614.01	\$33,344,179
611.08	\$2,020,859
<b>Total Project Cost:</b>	<b>\$35,365,038</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)	\$35,365,038
<b>Total Project Cost:</b>	<b>\$35,365,038</b>

## NON-FEDERAL FUNDING SOURCE

### Dakota County



As of Fall 2023, the Project is programmed in Dakota County's approved [2024- 2028 Transportation Capital Improvement Program \(CIP\)](#) as Project No. 54-011. The County has budgeted projected revenues of \$15 million in local match from Transportation Advancement Account (TAA) and Transportation Sales Tax funds. Dakota County implements a quarter-cent sales tax and \$20 excise tax on new vehicle sales to fund much needed transit and transportation projects in the County. The County may further utilize Transportation Advancement Account (TAA) established by the Minnesota Legislature through omnibus transportation bill, [Chapter 68](#), which provides ongoing funding for transportation projects in Minnesota. This would enable the County to provide additional funding, if needed, to fund the project completely.

Additionally, the County has committed to providing \$3.6 million in Project Development funds towards the environmental documents, preliminary engineering design, final engineering design, right-of-way acquisition, and post-letting costs for the Project.

Dakota County will cover all costs related to the future ongoing maintenance and operations of all components of the Project under their jurisdiction.

## OTHER FEDERAL FUNDING SOURCES

There are no other committed or secured federal funding sources being utilized towards this Project.

### RAISE Funding Needed

If the RAISE funding is not awarded, the Project could be significantly delayed from its existing schedule. Without the proposed improvements, the corridor will continue to experience a poor state of pavement, higher than average crash rates, and increasing travel pattern disruptions in the region. The much-needed active transportation improvements with Americans with Disabilities Act (ADA) compliant multimodal infrastructure will not be constructed, leading to absence of multimodal infrastructure along the Project area. Dakota County may seek alternative funding sources in the future, but the scope will be significantly reduced. The absence of funding and corresponding scope reduction would adversely impact the population in the area.

# BENEFIT COST ANALYSIS RESULTS

The benefit-cost analysis provides an indication of the economic desirability of a scenario, but results must be weighed by decision-makers along with the assessment of other effects and impacts. Projects are considered cost-effective if the benefit-cost ratio is greater than 1.0.

The results of the benefit-cost analysis are included in Table 5.

**Table 5 Total Project Results**

	<b>Initial Capital Costs (2022 Dollars)</b>	<b>Project Benefits (2022 Dollars)</b>	<b>Benefit-Cost Ratio (3.1% Discount Rate)</b>	<b>Net Present Value (2022 Dollars)</b>
No Build vs. Build	\$32,539,253	\$78,941,179	2.43	\$46,401,926

# FUNDING DOCUMENTATION

Links to funding documents are included as follows:

[Dakota County Resolution](#)

All supporting documents and the RAISE grant application narrative are also available to view at the following webpage:

<https://www.srfconsulting.com/dakota-county-54/>