



# HIGHWAY 210 BRAINERD, MINNESOTA

## Equity, Safety, and Multimodal Connectivity Project

2023-2024 Multimodal Project Discretionary Grant (MPDG) Opportunity

### PROJECT BUDGET

#### MINNESOTA DEPARTMENT OF TRANSPORTATION

**Project Name:** Highway 210 Brainerd, Minnesota – Equity, Safety, and Multimodal Connectivity Project

**Project Type:** Rural – Road, Repair/Rehabilitation

**Total Eligible Project Cost:** \$47.1M

**FY 2023-2024 MPDG Funds Requested:** \$25M

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**Supporting Information can be found at:**

<https://www.srfconsulting.com/mndot-mpdg-mn210-brainerd/>



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# PROJECT BUDGET

## PROJECT COSTS

**Total Project Cost:** \$55.9 million

**Total Future Eligible Cost:** \$47.1 million

**FY 2023-2024 MPDG Request:** \$25 million (53 percent of total future eligible project cost)

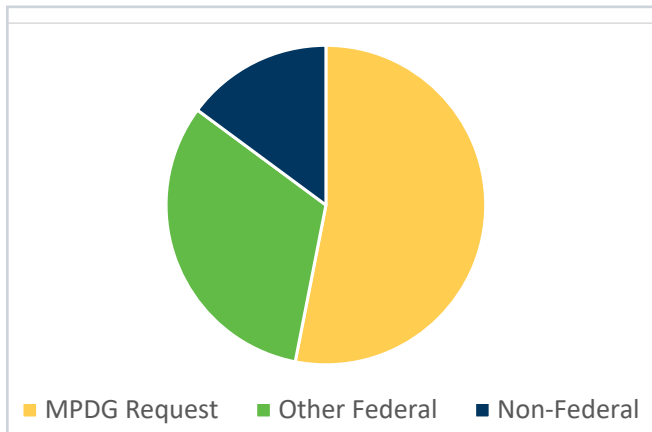


Figure 1 Project Funding Breakdown

### Availability and commitment of funding sources:

The total future eligible project cost is \$47.1 million (Table 1) which includes construction, utilities, contingency, inflation, and construction administration. So far Minnesota Department of Transportation (MnDOT) has spent \$1 million towards the corridor study, environmental assessment, and preliminary design to advance project delivery. Additionally, \$7.8 million have been programmed to advance final design and right-of-way acquisition for the Project. The Project is currently in preliminary design. The [total project cost estimate](#) and the [detailed construction cost estimate](#) have been prepared based on 30 percent design. MnDOT has committed approximately \$30 million in state and federal funds to the Project. All of the secured funds are programmed in State of Minnesota's approved [2023- 2026 State Transportation Improvement Program \(STIP\)](#) as Project No. 1805-80, as of Fall 2022. [Table 1](#) presents the Project budget and funding breakdown. MnDOT has budgeted sufficient contingency and appropriate inflation amounts to account for any unanticipated cost increases.

Table 1 [Project Funding Breakdown](#)

Project Components	Project Funding						Total Cost Estimate
	Federal Funding		Other Federal		Non-Federal		
	MPDG		FHWA		MnDOT		
	Dollars	Percent Total	Dollars	Percent Total	Dollars	Percent Total	
Prelim Design & Environmental Assessment	\$0		\$0		\$1,000,000		\$1,000,000
Final Design	\$0		\$0		\$6,900,000		\$6,900,000
Right-of-Way Acquisition	\$0		\$0		\$900,000		\$900,000
Total Incurred/Non-Eligible Expenses	\$0	0%	\$0	0%	\$8,800,000	100%	\$8,800,000
Construction Costs	\$18,457,875		\$14,212,088		\$0		\$32,669,963
Non-Letting Construction Cost	\$0		\$0		\$2,000,000		\$2,000,000
Contingency	\$6,542,125		\$0		\$0		\$6,542,125
Inflation	\$0		\$889,537		\$4,998,375		\$5,887,912
Total Future Eligible Costs	\$25,000,000	53%	\$15,101,625	32%	\$6,998,375	15%	\$47,100,000
MPDG Rural Request \$25,000,000 53%							Total Project Cost \$55,900,000
Other Federal \$15,101,625 32%							
Non-Federal \$6,998,375 15%							

Since the Project lies across tract 9512 and 9510, all Project costs were also divided between the two. The Project costs per census tracts are shown in Table 2 below. Sixty-one percent of the total future eligible cost would be spent in census tract 9512, designated as an Areas of Persistent Poverty (APP) while 100 percent of the cost would be spent in Historically Disadvantage Communities (HDC), to implement improvements and provide significant benefits for the underserved community in the region.

Table 2 Project Cost by Census Tracts

Census Tract(s)	Project Costs per Census Tract	Percentage
9512 (APP & HDC)	\$34,285,915	61.3%
9510 (HDC)	\$21,614,085	38.7%
<b>Total Future Eligible Project Cost</b>	<b>\$55,900,000</b>	<b>100.0%</b>

## NON-FEDERAL FUNDING SOURCES

### MnDOT Funding



As of Fall 2022, the Project is included in the State of Minnesota's approved [2023- 2026 State Transportation Improvement Program \(STIP\)](#) as Project No. 1805-80. MnDOT has secured \$5.02 million in state match from the State Trunk Highway (TH) funds. Additionally, MnDOT has committed to providing \$9.8 million in Project Development funds towards the final engineering design, right-of-way acquisition, and post-letting costs for the Project. MnDOT may increase the federal share on the project up to 81.42 percent.

Minnesota Department of Transportation, along with its project partners Crow Wing County, City of Brainerd, City of Baxter, and Minnesota Department of Natural Resources (MnDNR), will cover all costs related to the future ongoing maintenance and operations of all components under their corresponding jurisdictions.



## OTHER FEDERAL FUNDING SOURCES

MnDOT has previously secured the following in federal funds for the Project:

### Federal-Aid Highway Administration (FHWA) Funds and Advance Construction (AC) Funds

The State of Minnesota has allocated approximately \$8.4 million in Federal-Aid Highway Administration Formula funds towards the Project. Additionally, \$13.6 million in Advance Construction funds are programmed in the STIP and will be front ended by MnDOT. If the MPDG funds are awarded, only \$6.7 million of the AC funds will be required to fully fund the Project. Both of these funds are programmed in the State of Minnesota's approved 2023-2026 STIP as Project No. 1805-80 and will be used towards the construction costs.

## MPDG FUNDING NEED

If the MPDG 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 and higher than average crash rates. The pavement will no longer be serviceable by 2027. The much-needed pedestrian/bicyclist improvements of Americans with Disabilities Act (ADA) compliant multimodal infrastructure will not get constructed, leading to gaps in multimodal connectivity. MnDOT may

seek alternative funding sources in the future, but the scope will be significantly reduced. MPDG funds will help the local rural city governments of Baxter and Brainerd to restore and modernize existing core infrastructure which will result in lower long-term maintenance costs for those agencies. The absence of funding and corresponding scope reduction would adversely impact the underserved population in the area.

## SUPPORTING DOCUMENTS

Links to funding documents are included as follows:

[Minnesota Department of Transportation \(MnDOT\)](#)

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

<https://www.srfconsulting.com/mndot-mpdg-mn210-brainerd/>