

Building Complete Streets to Serve the Red Lake Reservation and Beyond

Red Lake Indian Reservation, Red Lake Minnesota



PROJECT BUDGET

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

Project Name Building Complete Streets to Serve the Red Lake Reservation and Beyond

Project Type Rural Capital Project

Future Eligible Project Costs \$25,401,464

FY 2024 RAISE Funds Requested \$25,000,000

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Supporting Information can be found at:

<https://www.srfconsulting.com/fy24-red-lake-raise/>



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FY 2024 REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) PROGRAM

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PROJECT BUDGET

PROJECT COSTS

Total Eligible Project Cost: \$25,401,464 (does not include previously incurred expenses).

FY 2024 RAISE Grant Request: \$25,000,000 (98.4 percent of total eligible project costs)

Availability and commitment of funding sources:

The total eligible project cost of \$25,401,464 exceeds the maximum award for FY 2024 RAISE (\$25,000,000). Red Lake Nation, in partnership with the Minnesota Department of Transportation (MnDOT), is requesting \$25,000,000 in FY 2024 RAISE funding towards the bundling of the Walking Shield Road and MN 1 Reconstruction projects, within the Red Lake Tribal Nation Boundary. The projects

will be let under multi-year letting, however, due to overlap in the construction timelines and as both projects together provide Complete Streets benefits to serve the residents of Red Lake Nation, it will be cost-effective to bundle the funding request for the two segments. The total future eligible cost for the Walking Shield Road segment is \$19,281,464 and for the MN 1 Reconstruction segment is \$5,718,536. MnDOT will be providing \$401,464 (or 1.6 percent of the total future eligible project cost) in non-federal match towards the MN 1 Reconstruction project. These costs highlighted are future eligible project costs as defined in the FY 2024 RAISE NOFO (time of grant obligation), and do not include previously incurred expenses.

Table 1 High Level Project Funding Breakdown

	MN 1		Walking Shield Road		Total Future Eligible Project Costs	
	Total	Percent	Total	Percent	Total	Percent
RAISE Funds	\$5,718,536	93.4%	\$19,281,464	100%	\$25,000,000	98.4%
MnDOT Match	\$401,464	6.6%	\$ -	0%	\$401,464	1.6%
	\$6,120,000		\$19,281,464		\$25,401,464	

Table 2 Detailed Project Funding Breakdown

Project	Elements	RAISE		MnDOT Match		Total	Percent of Total Eligible
		Dollars	Percent of Total Eligible	Dollars	Percent of Total Eligible		
MN 1 Recon-struction	Construction	\$5,718,536	22.8%	\$81,464	0.3%	\$5,800,000	22.8%
	Contingencies	\$ -	0%	\$320,000	1.3%	\$320,000	1.3%
	Total	\$5,718,536	22.5%	\$401,464	1.6%	\$6,120,000	24.1%
Walking Shield Road	Construction	\$17,528,604	69%	\$ -	0%	\$17,528,604	69%
	Contingencies	\$1,752,860	6.9%	\$ -	0%	\$1,752,860	6.9%
	Total	\$19,281,464	75.9%	\$ -	0%	\$19,281,464	75.9%
Total Eligible Project Costs by Funding Source		\$25,000,000	98.4%	\$401,464	1.6%	\$25,401,464	100%

Non-Federal Funding Source

MnDOT Funding

MnDOT will provide the local match funds of \$401,464 through Local Partnership Program (LPP) set aside dollars in 2026. If a FY 2024 RAISE grant is awarded, these funds are easy to access and are dedicated specifically for the project as outlined in the funding commitment letter.

RAISE Funding Need

If the RAISE funding is not awarded, the Project would be delayed and down scoped. Without the proposed improvements, residents of the Red Lake Reservation, who face high rates of poverty, historic underinvestment, and underrepresentation, will continue to experience a lack of multimodal facilities, worsening pavement conditions, and poor access to growth and economic opportunities. The pavement conditions will quickly worsen to poor and failed conditions. 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.

PROJECT COSTS BY CENSUS TRACTS

The Project is located entirely in Census Tract 9400.01 according to the [Grant Project Location Verification](#) mapping tool. Therefore, all project costs will be spent in this tract.

Table 3 Project Cost by Census Tracts

2020 Census Tract(s)	Project Costs per Census Tract
9400.01	\$ 25,401,464
	Total Project Cost: \$ 25,401,464

The Project is located entirely in Census Tract 9400.01, which is identified as a Disadvantaged Census Tract from CEJST (2010 Census) layer in the [Grant Project Location Verification](#) mapping tool. Therefore, all project costs will be spent within this tract.

Table 4 Project Cost by Disadvantaged Census Tracts

2010 Census Tract(s)	Project Costs by Disadvantaged Census Tract
9400.01	\$ 25,401,464
	Total Project Cost: \$ 25,401,464

The Project is located entirely in Census Tract 9400.01, which is outside the Census Designated Urban Areas with Population of more than 200,000 (2020 Census) using the [Grant Project Location Verification](#) mapping tool and meets the Rural definition as outlined in the NOFO. Therefore, all project costs will be spent within this tract.

Table 5 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)	\$ 25,401,464
	Total Project Cost: \$ 25,401,464

PROJECT BUDGET NARRATIVE

This section outlines documents the project is listed in, uses, and availability, contingencies, level of design, and how cost estimates were estimated.

Sources, Uses, and Availability

The MN 1 Reconstruction Project is identified in the MnDOT 10-Year Capital Highway Investment Plan (CHIP), and 2024-2033 MnDOT District CHIP. This project, if selected for a FY 2024 RAISE award would be advanced through a 2024-2027 STIP Formal Amendment. This FY 2024 RAISE funding would be used for construction activities only.

Walking Shield Road has been identified as a priority project in the Tribal Transportation Improvement Program and listed in the Red Lake Long Range Transportation Plan and Red Lake Transportation Safety Plan.

All pre-construction activities will be paid for by Red Lake Nation and MnDOT and are not associated with this FY 2024 RAISE grant request.



MnDOT 10-Year Capital Highway Investment Plan (CHIP)

The 10-year Capital Highway Investment Plan details MnDOT's capital highway investments for the next ten years on the state highway network. The CHIP is updated

yearly to remove projects that are currently being constructed, adjust the timing of existing planned projects, and add new planned projects. The purpose of the document is to communicate programmed and planned capital highway projects over the next ten years. The document serves to ensure MnDOT is meeting the investment levels and performance outcomes identified in MnDOT's 20-year State Highway Investment Plan, [MnSHIP](#), and explains any change in direction or outcomes from the investment direction.

The first four years represent state highway projects in the [State Transportation Improvement Program](#) which is MnDOT's committed construction program. The CHIP also identifies projects in the six years after the current STIP which are the agency's planned investments. While projects are not commitments until they reach the STIP, listing potential projects 5-10 years out allows for advanced coordination and ultimately better projects for all those served.

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2031							
26	MN 1	BELTRAMI, CLEARWATER	Resurface Hwy1/Hwy 89 between the north junction of Hwy 89 and eastern Clearwater County line	20.7	\$4.0 M-\$5.4 M	Non-NHS Pavement	70
27	MN 1	BELTRAMI	Reconstruct 1-mile of Hwy 1 in Redby	0.8	\$4.3 M-\$5.8 M	Urban Pavement	80
28	MN 89	BELTRAMI	Resurface Hwy 89 between the north jct of Hwy 1 and the northern border of the Red Lake Nation	5.1	\$1.4 M-\$1.8 M	Non-NHS Pavement	68
29	US 2	CASS	Resurface Hwy 2 in Cass Lake	1.5	\$0.0 M	Urban Pavement	70
30	MN 11	KOOCHICHING	Resurface Hwy 11 between Clementson and Frontier	10.8	\$0.0 M	Non-NHS Pavement	69
31	MN 1	MARSHALL	Resurface Hwy 1 between Oslo and Marshall CR 149 west of Warren and replace box culverts east of Warren	13.3	\$6.6 M-\$9.0 M	Non-NHS Pavement	54
32	US 75	NORMAN	Resurface Hwy 75 between Hendrum and Perley	7.2	\$4.0 M-\$5.4 M	Non-NHS Pavement	65
33	US 75	NORMAN	Replace 2-culverts on Hwy 75 between Halstad and the Polk County Line	0.0	\$1.3 M-\$1.7 M	Non-NHS Culvert	46
34	US 59	POLK, RED LAKE	Resurface Hwy 59 between Hwy 2 and Brooks and replace a box culvert near Brooks	10.7	\$6.0 M-\$8.2 M	NHS Pavement	77

*State highway projects include a project score and project selection program based on MnDOT's project selection policy. More information on the policy can be found

2024-2033 MnDOT District CHIP

Each District CHIP includes an overview of the district, planned investments, and list of planned projects over the next ten years. The District CHIPs also highlight district investment strategies and projected 10-year outcomes based on the 10-year list of projects. Projects in the first four years show an estimated breakdown of project cost by investment category since these projects are further along in the project scoping process. Projects outside of four years include estimated cost breakdowns when possible.

MN 1 is included in the District 2 Project for Years 2028-2033 of the 10-Year CHIP as ID# 27. MN 1 received the highest project selection score of the nine projects highlighted in District 2 in 2031. However, for a variety of reasons including reaching “poor” pavement conditions by Year 2027, the project is proposed for advancement.

Level of Design for Cost Estimates

The MN 1 and Walking Shield Road segments are currently in preliminary design and cost estimates were prepared using conceptual design (approximately 15 percent). Walking Shield Road cost estimates were prepared by

Northern Engineering Consultants Inc., on January 17, 2024. MN 1 utilized its Total Project Cost Estimate (TPCE) software, MnDOT’s authoritative source, to estimate detailed costs by element. Cost estimates can be found here. Cost estimates are prepared using the midpoint of their respective construction schedules.

Project Contingency

In order to reduce risk, appropriate inflation factors and contingencies have been incorporated into the cost estimates for each segment of the overall project. Contingency is included for each project portion as follows:

MN 1 Contingency

The MN 1 segment cost estimate includes a 10.7 percent construction contingency. This equates to a value of \$800,000. Most of the contingency (\$750,000) are in line items related to contaminated materials.

Walking Shield Road Contingency

The Walking Shield Road segment cost estimate includes a 10 percent construction contingency. This equates to a value of \$1,752,860.