

# HIGHWAY MM: *CORRIDOR OF OPPORTUNITY*

## PROJECT BUDGET



### GRANT FUNDS, SOURCES, AND USES OF ALL PROJECT FUNDING

The Highway MM: *Corridor of Opportunity* consists of two phases from US 60 to I-44. Phase I (US 60 to Haile Street, funded separately) is a realignment of Hwy MM that closes 3 at-grade railroad crossings, provides a BNSF overpass, provides a pedestrian underpass, installs a roundabout, and provides ADA sidewalks and a 10ft multi-modal side path. Phase II is the segment of Hwy MM, Haile Street to I-44. The total cost to complete the connected corridor comprised of Phase I & II is \$71,373,066. The whole project consisting of Phase I & Phase II has been submitted for RAISE grants in 2022, 2023, and recently 2024. Due to the need to proceed with the realignment and railroad closures and the grant funding timeline of the 2025 BUILD announcements, the Phase I project segment was removed from the grant application. This BUILD application is for Phase II of the Hwy MM: *Corridor of Opportunity* project. The **\$25 million in BUILD funds** would provide for a continuous section of highway and contribute to a project with a **total cost of \$71,373,066**.

**Table 1 Project Phase II Budget**

Funding Source	Component 1 I-44 to MO 360 8S0836B Partially Unfunded	Component 2 MO 360 Bridge to Haile Street 8S0836E Unfunded	Total Funding
BUILD Funding	\$ 14,660,653	\$ 10,339,347	\$ 25,000,000
Other Federal Funds	\$ 3,229,587	\$ 2,238,678	\$ 5,468,265
Non-Federal Funds	\$ 1,987,804	\$ 1,397,558	\$ 3,385,363
Total Project Cost	\$ 19,878,044	\$ 13,975,583	\$ 33,853,628

The total estimated cost of the BUILD project application is **\$33,853,628**. BUILD funding is critical to successfully deliver the Highway MM Corridor project. There is currently only partial funding identified for Phase II Component 1 (I-44 to MO 360) and no funding identified for Phase II Component 2 (MO 360 to Haile Street). This will result in a bottleneck of freight traffic once Phase I is complete. In the event that a BUILD grant award of less than \$25 million was awarded, the project scope would need to be reduced or changed in order to complete the project. The non-federal match contributions represent the maximum non-federal match that Missouri



Department of Transportation (MoDOT), City of Republic and Greene County can contribute. There is local match and private investment on the state system demonstrating the need for this project.

**Table 2 Detailed Project Phase II Budget**

Budgetary Task	RAISE	Other Federal	Non-Federal	Total Cost
Construction	\$ 14,631,367	\$ 3,355,083	\$ 1,998,494	\$ 19,984,945
Contingency	\$ 585,255	\$ 134,203	\$ 79,940	\$ 799,398
BikePed Improvements	\$ 1,309,318	\$ 300,237	\$ 178,839	\$ 1,788,394
PE	\$ 1,701,862	\$ 390,250	\$ 232,457	\$ 2,324,569
CE	\$ 2,439,543	\$ 559,406	\$ 333,217	\$ 3,332,166
ROW	\$ 2,298,238	\$ 527,003	\$ 313,916	\$ 3,139,156
ROW Incidentals	\$ 219,636	\$ 50,364	\$ 30,000	\$ 300,000
Incentive - MoDOT Oversight	\$ 204,993	\$ 47,007	\$ 28,000	\$ 280,000
Utilities	\$ 1,394,688	\$ 319,812	\$ 190,500	\$ 1,905,000
<b>Rounded Totals</b>	<b>\$ 24,784,900</b>	<b>\$ 5,683,365</b>	<b>\$ 3,385,363</b>	<b>\$ 33,853,628</b>
<b>Percentage By Funding Source</b>	<b>73%</b>	<b>17%</b>	<b>10%</b>	<b>100%</b>

The USDOT BUILD Grant funding would contribute an estimated **\$25,000,000** or **73%** of the overall project cost. The Non-Federal Funding Match Table (Table 4) shows the expected contributions toward the project.

### Census Tracts and Funding

Census Tract(s)	Project Costs per Census Tract
48.05	\$ 33,853,628
Total Project Cost	\$ 33,853,628

**Table 3a Budget Table by Location**

Urban/Rural	Project Costs
Urban ( <i>2020 Census designated urban area with a population greater than 200,000</i> )	\$0
Rural ( <i>Located outside of a 2020 Census-designated urban area with a population greater than 200,000</i> )	\$33,853,628
Total Project Cost	\$33,853,628

**Table 3b Designated Census Urban/Rural**



All funds in the project will be spent in a rural area.

### **Sources, Uses, and Availability**

Partial funding for Component I is programmed in the FY 2025 Missouri Statewide Transportation Improvement Program (STIP) to utilize Advanced Construction (Surface Transportation Block Grant) funds. These funds are part of Missouri’s allocated funding and have been prioritized for the project in the STIP as available funding sources for the project.

\$8.853 million is committed from various federal and local sources to the Component I project as proposed in this BUILD application. No additional funding has been identified beyond this. Once the BUILD grant is successfully awarded the USDOT, MoDOT, Ozarks Transportation Organization (OTO), and the City of Republic will work together to ensure the grant timelines are met. The Missouri STIP and OTO Transportation Improvement Program (TIP) pages are included in the funding commitment documentation. Upon award, MoDOT and OTO will process the appropriate TIP and STIP amendments to add in the BUILD grant.

### **Contingency Amount and Plan**

A contingency amount of 4% has been added to the project cost estimate breakdowns contained in the project budget narrative to address additional inflation and finalized design.

Any additional overrun costs would be provided by MoDOT, City of Republic, and other federal sources (Springfield area federal suballocated funds such as STBG, STBG-Suballocated, or CRP) to be outlined upon project award. These are estimates only and cover work that will be required regardless of other designs that MoDOT, the City of Republic, and USDOT implement.

### **Level of Design**

The scope of work and detailed budget was developed from project cost estimates on design completion as outlined below:

- Highway MM Component 1 (I-44 to MO 360) – 40% design completion
- Highway MM Component 2 (MO 360 to Haile Street) – 40% design completion

### **Cost Estimates**

The cost estimates were updated December 2024. The cost estimates were prepared by MoDOT staff as part of preparation for the Highway MM project and updated for the 2025 BUILD Grant application. The MoDOT cost estimates contain a 2% inflation factor, the grant budget has added in another 2% for a total 4% construction contingency. The cost estimates are included in the Supporting Documents Index.



### Cost Share or Non-Federal Funding Match

The Hwy MM project is a Rural project which is eligible for up to 100% federal funding. This project has 10% local match funds budgeted.

Evidence of these pledged contributions are provided in the funding commitment documentation. All non-federal funds are immediately available and are not subject to a fixed time period.

**Table 4 Non-Federal Funds**

Project Non-Federal Funds Table	
Greene County	\$ 1.500 Million
State of Missouri	\$ 1.710 Million
City of Republic	\$ .175 Million
<b>Total Non-Federal Funds</b>	<b>\$ 3.385 Million</b>

MoDOT's funding portion is \$1,710,363 of state funds, generated from a non-federal funding source. The state funds are derived from Missouri user fees and include fuel taxes, registration and licensing fees, and motor vehicle sales taxes. Greene County's \$1,500,000 contribution is from local revenue (Road and Bridge funds). The City of Republic's portion of the project funding is \$175,000 generated from a non-federal funding source from the city's transportation tax revenue (Innovative Financing).

### Other Federal Funds

**Table 5 Federal Funds**

Project Federal Funds Table	
MoDOT Surface Transportation Block Grant (STBG)	\$ 4.296 Million
OTO Surface Transportation Block Grant (STBG)	\$ 1.172 Million
<b>BUILD</b>	<b>\$25.000 Million</b>
<b>Total Federal Funds</b>	<b>\$30 468 Million</b>

\$5,408,265 of the funds will be Federal Surface Transportation Block Grant funds allocated to the State of Missouri and the Springfield area Metropolitan Planning Organization.

### Project Costs Incurred After Award and Before Obligation

Work on the project and the incurred expense after award and before obligation will consist of the already programmed sections of the project as outlined in the Missouri Statewide Transportation Improvement Program. No work will begin on the project until the BUILD award announcements. Should the Highway MM project be awarded a BUILD grant, the project would not begin construction until obligation. The project schedule clearly outlines that the bulk of the overall project will happen in CY 2027 through CY 2029.



## Breakdown of Highway MM Cost Estimates

Table 6 Highway MM Cost Estimates

Project Cost Estimates	Component 1 I-44 to MO 360 8S0836B Partially Unfunded	Component 2 MO 360 Bridge to Haile Street 8S0836E	Total Cost Per Budgetary Type
Construction	\$ 11,696,330	\$ 8,288,615	\$ 19,984,945
Continuency	\$ 467,853	\$ 331,545	\$ 799,398
BikePed Improvements	\$ 1,158,644	\$ 629,750	\$ 1,788,394
PE	\$ 998,390	\$ 1,326,178	\$ 2,324,569
CE	\$ 1,508,670	\$ 1,823,495	\$ 3,332,166
R/W	\$ 2,993,156	\$ 146,000	\$ 3,139,156
R/W Incidentals	\$ 270,000	\$ 30,000	\$ 300,000
Incentive - MoDOT Oversight	\$ 280,000	\$ -	\$ 280,000
Utilities	\$ 505,000	\$ 1,400,000	\$ 1,905,000
	\$ 19,878,044	\$ 13,975,584	\$ 33,853,628



## BENEFIT COST ANALYSIS

Overall, the project's net present value is estimated to be **\$81,843,385** over 20 years, when discounted, with a benefit-cost ratio of **3.81**. The largest benefits are due to travel time savings (\$76.7 million), safety (\$27.9 million), and health benefits (\$4.2 million) are expected. The full benefit-cost analysis is provided in the BCA Narrative.

Benefit-Cost Analysis Sumamry		
Benefits		Discounted
Travel Time Savings		\$ 76,764,958
Safety		\$ 27,991,888
Operations and Maintenance		\$ 1,257,856
Emissions Reduction		
	NOn-Co2 Emissions Reduction	\$ 332,359
	CO2 Emissions Reduction	\$ 1,961,909
Health Benefits		\$ 4,206,733
Amenity Facilities		\$ 937,621
Total Benefits		\$ 113,453,324
Total Project Costs		\$ 29,094,228
Benefit Cost Ratio		3.81

