

# HIGHWAY MM: *CORRIDOR OF OPPORTUNITY*

## PROJECT BUDGET

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

**Table 1 Project Budget**

Funding Source	Component 1 I-44 to MO 360 8S0836B Partially Unfunded	Component 2 MO 360 Bridge to Haile Street 8S0836E Unfunded	Component 3 Haile Street to US 60 8S0836D	Component 4 EV Charging Station	Total Funding
RAISE	\$ 8,630,531	\$ 10,398,907	\$ 5,779,362	\$ 191,200	\$ 25,000,000
Other Federal Funds	\$ 6,307,802		\$ 24,875,706		\$ 31,183,508
Non-Federal Funds	\$ 3,604,631	\$ 405,121	\$ 7,663,767	\$ 47,800	\$ 11,721,319
<b>Total Project Cost</b>	<b>\$18,542,964</b>	<b>\$ 10,804,028</b>	<b>\$ 38,318,835</b>	<b>\$ 239,000</b>	<b>\$ 67,904,827</b>

The total estimated cost of the project is **\$67,904,827**. RAISE funding is critical to successfully deliver the Highway MM Corridor project. There is currently no identified funding for Component 1 (*I-44 to MO 360*) and Component 2 (*MO 360 to Haile Street*). This will result in a bottleneck of freight traffic. In the case a RAISE 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) is able to contribute. There is local match and private investment on the state system demonstrating the need for this project.

### Census Tracts and Funding

**Table 2a Census Tract**

Census Tract(s)	Project Costs per Census Tract
48.05	\$ 67,904,827
<b>Total Project Cost</b>	<b>\$ 67,904,827</b>

**Table 2b Disadvantaged Census Tract Funding**

Census Tract(s)	Project Costs per Census Tract
None	\$0
<b>Total Project Cost</b>	<b>\$ 0 Million</b>



**Table 2c Designated Census Urban/Rural Funding**

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> )	\$67,904,827
<b>Total Project Cost</b>	<b>\$67,904,827</b>

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

**Table 3 Detailed Project**

Scope of Work and Detailed Project Budget					
Project	Budgetary Task	RAISE	Other Federal	Non-Federal	Total Cost
Highway MM I-44 to US 60	Bridge	\$ 1,065,120	\$ 6,957,523	\$ 1,937,357	\$ 9,960,000
	Grading and Drainage	\$ 2,174,116	\$ 1,542,162	\$ 746,725	\$ 4,463,002
	Base and Surface	\$ 3,411,568	\$ 5,419,382	\$ 1,746,315	\$ 10,577,264
	Guardrail Items	\$ 44,114	\$ -	\$ 5,586	\$ 49,700
	Lighting	\$ 547,347	\$ 179,902	\$ 182,475	\$ 909,723
	Signals	\$ 838,523	\$ 271,180	\$ 239,932	\$ 1,349,634
	Signing	\$ 101,568	\$ 70,860	\$ 30,577	\$ 203,005
	Trail/Bike/Pedestrian Improvements	\$ 1,472,222	\$ 746,273	\$ 451,160	\$ 2,669,655
	ITS	\$ -	\$ 22,970	\$ 5,743	\$ 28,713
	Miscellaneous	\$ 3,970,127	\$ 3,350,653	\$ 1,434,823	\$ 8,755,602
	Contingency	\$ 1,001,861	\$ 448,535	\$ 311,371	\$ 1,761,767
	Estimated Contract Total	\$ 14,626,564	\$ 19,009,440	\$ 7,092,060	\$ 40,728,064
	<b>Total Contract</b>	<b>\$ 14,626,564</b>	<b>\$ 19,009,440</b>	<b>\$ 7,092,060</b>	<b>\$ 40,728,064</b>
	PE	\$ 2,173,573	\$ 3,133,796	\$ 1,140,898	\$ 6,448,266
	CE	\$ 2,873,929	\$ 3,839,997	\$ 1,412,151	\$ 8,126,077
	ROW	\$ 3,194,847	\$ 4,769,384	\$ 1,667,191	\$ 9,631,421
	Utilities	\$ 1,691,359	\$ 206,892	\$ 271,749	\$ 2,170,000
	Railroad Flagging	\$ -	\$ 160,000	\$ 40,000	\$ 200,000
	EV Charging Station	\$ 191,200		\$ 47,800	\$ 239,000
R/W Incidentals	\$ 248,528	\$ 64,000	\$ 49,472	\$ 362,000	
<b>Rounded Totals</b>	<b>\$ 25,000,000</b>	<b>\$ 31,183,508</b>	<b>\$ 11,721,319</b>	<b>\$ 67,904,827</b>	
<b>Percentage By Funding Source</b>		<b>37%</b>	<b>46%</b>	<b>17%</b>	<b>100%</b>



The USDOT RAISE Grant Administration will contribute an estimated **\$25,000,000** or **37%** of the overall project cost. The Non-Federal Funding Match Table (Table 4) shows the expected contributions toward the project.

**Cost Share or Non-Federal Funding Match**

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
City of Republic	\$ 2.001 Million
State of Missouri	\$ 8.220 Million
<b>Total Non-Federal Funds</b>	<b>\$ 11.721 Million</b>

MoDOT’s funding portion is \$8,220,079 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. The City of Republic’s portion of the project funding is \$2,001,240 generated from a non-federal funding source from the city’s transportation tax revenue (Innovative Financing) and \$436,266 in private developer intersection cost share partner contributions. Greene County’s \$1,500,000 contribution is from local revenue (Road and Bridge funds).

**Other Federal Funds**

**Table 5 Federal Funds**

Project Federal Funds Table	
Surface Transportation Block Grant (STBG)	\$ 29.203 Million
Federal Safety Funds	\$ 0.919 Million
Open Container Penalty	\$ 0.564 Million
Transportation Alternative Program (TAP)	\$ 0.251 Million
Carbon Reduction Program (CRP)	\$ 0.246 Million
<b>RAISE</b>	<b>\$25.000 Million</b>
<b>Total Federal Funds</b>	<b>\$56.183 Million</b>

The project is utilizing \$564,000 in Open Container funding, \$250,910 in Transportation Alternatives Program (TAP) funding, \$245,787 in Carbon Reduction Program (CRP), and \$919,000 in Safety funding. Approximately \$29,203,811 of the funds will be Federal Surface Transportation Block Grant funds.



**Dependency of Other Funding Sources**

Part of the project is programmed in the FY 2024 Statewide Transportation Improvement Program (STIP) to utilize TAP, Open Container, and Advanced Construction (Surface Transportation Block Grant) funds. These funds are part of Missouri’s allocated funding and has been prioritized for the project in the STIP as available funding sources for the project.

There has been no funding committed to the expanded project as proposed in this RAISE Grant, except for funds to match a RAISE grant award. Once the RAISE 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 MoDOT STIP and OTO Transportation Improvement Program sheets are included in the funding commitment documentation. Upon award, MoDOT and OTO will put though the appropriate TIP and STIP amendments to add in the RAISE grant.

**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 <i>Unfunded</i>	Component 3 Haile Street to US 60 8S0836D	Total Cost Per Budgetary Type
Bridge	\$ -	\$ 1,200,000	\$ 8,760,000	\$ 9,960,000
Grade/Drain	\$ 1,751,717	\$ 697,715	\$ 2,013,570	\$ 4,463,002
Misc.	\$ 2,888,045	\$ 1,584,833	\$ 4,282,724	\$ 8,755,602
MGS Guardrail Items	\$ -	\$ 49,700	\$ -	\$ 49,700
Lighting	\$ 391,659	\$ 225,000	\$ 293,064	\$ 909,723
Signals	\$ 219,708	\$ 725,000	\$ 404,926	\$ 1,349,634
Signing	\$ 14,430	\$ 100,000	\$ 88,575	\$ 203,005
ITS	\$ -	\$ -	\$ 28,713	\$ 28,713
Pavement/Base	\$ 3,795,183	\$ 1,445,509	\$ 5,336,572	\$ 10,577,264
Contingency	\$ 713,191	\$ 415,540	\$ 633,036	\$ 1,761,766
BikePed Improvements	\$ 1,158,644	\$ 500,011	\$ 1,011,000	\$ 2,669,655
PE	\$ 1,469,655	\$ 979,165	\$ 3,999,446	\$ 6,448,266
CE	\$ 1,932,311	\$ 1,305,554	\$ 4,888,211	\$ 8,126,077
R/W	\$ 3,453,422	\$ 146,000	\$ 6,034,000	\$ 9,633,422
R/W Incidentals	\$ 250,000	\$ 30,000	\$ 80,000	\$ 360,000
Railroad Flagging	\$ -	\$ -	\$ 200,000	\$ 200,000
Utilities	\$ 505,000	\$ 1,400,000	\$ 265,000	\$ 2,170,000
	<b>\$ 18,542,964</b>	<b>\$ 10,804,028</b>	<b>\$ 38,318,835</b>	<b>\$ 67,665,827</b>
Plus EV Charging Station Not in BID/STIP Sheets ( <i>unfunded</i> )				\$ 239,000
<b>TOTAL BUDGET</b>				<b>\$ 67,904,827</b>



### Cost Estimates

The cost estimates were updated January 2024. The cost estimates were prepared by MoDOT staff as part of preparation for the Highway MM project and updated for the 2024 RAISE Grant application. The cost estimates contain a 2% inflation factor. The cost estimates are included in the Supporting Documents Index.

### Degree of Design Completion for Cost Estimation

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

- Highway MM Component 1 (I-44 to MO 360) – 35% design completion
- Highway MM Component 2 (MO 360 to Haile Street) – 35% design completion
- Highway MM Component 3 (Haile Street to US 60) – 70% design completion

### Contingency Amount

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 on the Component 1 and Component 2 segments.

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. City of Republic will provide funds for the maintenance of the EV charger.

### Prior Project Costs

The project has prior costs of \$2,108,000 for engineering in FY 2022 and FY 2023. These costs have not been included in the grant budget or grant scope of work.

### 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 Program. No work will begin on the project until the RAISE Grant announcements. Should the Highway MM project be awarded a RAISE 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 2025 through CY 2027. The timing allows for the project to begin with other federal and local funding sources and finish with the RAISE grant award.

