

MoDOT Partnership Development Application Form

SECTION A - Applicant Information

App ID: 3841

Three contact names and contact information must be submitted for Transportation Corporations.

Name of Applicant:

City of Republic, Missouri

Other Names Under Which Applicant Does Business:

Business Address:

204 North Main Avenue

Mailing Address (if different from above):

Contact Person Name:

Andrew Nelson

Contact Person Title:

BUILDS Administrator (Community Development/Public Works)

Mailing Address for Contact Person (if different from above):

Telephone:

417-732-3161

Fax:

[REDACTED]

E-Mail Address:

anelson@republicmo.com

Applicant Information:

Describe Applicant's organizational structure, history, ownership, and legal structure (e.g., individual, state governmental agency, local governmental agency, corporation, or partnership). Attach an annual financial report, if available.

Charter City Government, governed by Mayor and 8 member Council from 4 wards

SECTION B - Project Information

App ID: 3841

1. Project Name

Assign a short name to the project, for purposes of identification. Also include the MoDOT Job Number, if applicable.

State Highway MM Widening, Republic

2. Location

Describe the location of the project, including major intersecting highways and rail routes, cities, towns, metropolitan planning organizations or regional planning commissions. Attach a map as Exhibit I.

State Highway MM from James River Freeway north approximately 1.6 Miles to Interstate 44. This corridor is a part of the MODOT SW District the Ozarks Transportation Organization planning area and wholly within the City Limits of the City of Republic.

3. Description

Describe the purpose and need for the project, its basic design features and what it will accomplish. Include an assessment of the current condition of all transportations facilities relating to the project.

When the application is submitted, a Conceptual Plan is required. This includes the project's purpose and need stating what conditions will be addressed with the project solution or concept. Article 128 of MoDOT's Engineering Policy Guide (EPG) addresses Conceptual Studies for most projects.

If there is a possibility of a significant environmental impact with the project, then an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required. Article 126 of the EPG defines the requirement of these documents. If the project is within a 4 mile radius of an airport, indicate the name of the airport and name of the city.

These sections from the EPG can be downloaded from the following website:
http://epg.modot.org/index.php?title=Main_Page.

Attach as Exhibit II the Conceptual Plan and EA or EIS, as applicable.

The purpose of the project is to add capacity to unimproved portion of State Highway MM, in order to facilitate the additional traffic and economic growth surrounding the Amazon fulfillment center in Republic. Currently, MM between James River Freeway and I-44 experiences approximately 10,000 AAWDT. The Amazon facility will add approximately 2000 PCE trips alone to the MM corridor. Combined with additional development underway within the vicinity of the MM corridor, the increase in AAWDT is approximately 39,692 trips in the next 5 years. While not all of these trips may directly impact the portion of MM between James River Freeway and I-44, it is important to consider that these are only known developments in the area, and the estimate will most likely increase throughout the 5- year period. Expanding the capacity of MM Highway will further encourage economic development along the corridor. In addition, this corridor is identified as a major north/south connection for the region connecting Christian County to Interstate 44 on the west side of Springfield. Environmental Review is ongoing FHWA has given a preliminary indication that CE2 designation is appropriate for this project scope and there is not a significant impact indicated. This project is within 3 miles of the Springfield-Branson National Airport, Springfield Missouri.

4. Significance and Need

Describe the extent to which the project is regionally significant. Describe the project's ability to generate economic benefits, support commerce, or otherwise enhance the transportation system. Supporting documentation may be attached as Exhibit III.

The project will foster the continued development along the corridor providing the necessary transportation improvements to facilitate the increased traffic volumes. The Amazon fulfillment center will add an additional 1000 jobs. In review are several developments for warehousing/manufacturing use as well as commercial, retail and housing developments that will also create new employment centers along the corridor. Attached is a map showing parcels that are in consideration for development in the Republic area. MM Highway connects both the residential population and commerce to the three major transportation corridors of Missouri including Interstate 44, James River Freeway and the Springfield Airport. The republic area serves several of the regional outlying communities as both a commercial and employment center. Attached are maps showing the ongoing developments and the regional significance.

5. Private Participation

Describe the extent to which the project fosters innovative public-private partnerships, if any, and attracts debt and/or equity investment from private capital. Identify private partners and provide evidence of commitments, joint venture agreements, lease or other supporting documents for the public-private partnerships as Exhibit IV. Also, describe the extent to which the project's debt repayment depends on user charges.

Amazon is concurrently investing \$4.5 Million of private funds in the segment of the highway corridor immediately south of the project limits. Amazon via their Construction agent, Seefried Industrial, has also provided financial securities in the amount of \$450,000 for future intersection improvements. The City is working with additional developers and property owners willing to invest in adjacent streets and intersections if the corridor were to be improved. Including Farm Road 144, Farm Road 140, Carnahan Street and Farm Road 160.

6. Project Acceleration

Estimate and explain the effect of assistance on the project's start and completion dates, the extent to which the project may proceed at an earlier date than would otherwise be possible, and any effects of an accelerated project timeline (e.g., reduced costs or increased benefits).

By securing the full funding through financing the project can be accelerated by at least 3 years. The City is willing to secure the debt in the full project estimate plus a contingency for rising costs of construction in the amount of \$10 million and receive the cost share funds in later years from the Department of Economic Development allocation in total of \$6 Million toward the debt owed. This allows the project funds to be secured by 2022 versus 2025 as based on the available cost share funds being allocated in the amount of \$2 million in three consecutive years not earlier than 2022, 2023, 2024.

7. Timeline

Provide the estimated project schedule from beginning to completion. Show all major aspects of the project including preliminary engineering, right of way acquisition, utilities and construction. Supporting documentation may be attached as Exhibit V.

The proposed schedule is to begin preliminary design in January 2022, with approval in April 2022, and full ROW plans approved by August 2022. ROW acquisition is likely to take 12-18 months. Bid advertisement and letting targeted for February 2024 with Notice to Proceed following immediately thereafter. Construction to be completed by September 2025 provided the preceding dates are met. Based on proposed improvements, profile and current road conditions the project would be phased such that two lanes would remain open at all times other than as

specified or allowed by MODOT. Sample schedule attached for total project duration depending on cost share allocation and authorization to utilize funds.

Project Information	
Who is designing the project?	The City will obtain Engineering Services adhering to policy for procurement of service.
Who is letting the project?	The City will manage the project as part of the LPA program
What is the estimated letting date?	February 2024
Current Average Daily Traffic (ADT)	10062
Future ADT and Year	15,600 ADT Year 2022
Length of project	8,442 LF
Is ROW acquisition required? If yes, who will be acquiring the ROW?	City will acquire the ROW utilizing consultant services and adhering to acquisition policy and process
Extent of scoping completed	Project Estimates and Preliminary ROW plans, typical sections, with proposed widening and existing profiles

SECTION C - Finance Plan

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1. Estimated Project Cost

- A. Define what is included and excluded from the total project cost (e.g., preliminary engineering, environmental assessment, right of way (ROW) acquisition, ROW acquisition incidentals, utilities, construction contract and/or construction engineering) and describe any costs or activities that may not be eligible.

Project Cost include all necessary facets of project delivery, no ineligible costs or activities are associated at this time. Preliminary cost estimate and scoping provided by the City and not considered as local contribution to overall project costs or to be reimbursed. Relocation of City owned utilities (water and sewer) will be conducted at the expense of the City and not included in project estimate nor considered as local contribution to overall project delivery.

- B. For all eligible costs, provide a breakdown for the following items in the Project Estimates and Funding chart, if applicable: feasibility studies, preliminary engineering, environmental assessment, right of way (ROW) acquisition, ROW acquisition incidentals, utilities, construction contract, and construction engineering. Include other cost categories as necessary. All cost estimates should be expressed on a cash (fiscal year-of-expenditure July to June) basis and should include a narrative describing assumptions used to arrive at such estimates. All future costs should be adjusted for inflation to year-of-expenditure.

Please See attached, note that the City is asking for \$10 million MTFC funds considering the ongoing rising construction costs and inflation for all aspects of the project, however the estimate provided shows that the estimated project costs with contingency are \$9.2 Million.

- C. For all eligible costs provided in B., include who will be providing and funding each item on the Project Estimates and Funding Chart. Funding sources may include federal funds, state grants, local grants, private investment (equity or debt), market value of right of way donations, bond proceeds (general obligation, revenue, and others), other borrowing (specify), investment income, revenues, federal credit assistance proceeds or any other contributions. For each funding source, describe the status (e.g., requested, committed, and received).

The City intends to initially fund the project through MTFC financing in the full amount of \$10 Million, the City is also requesting an allocation of \$6 Million in economic development funds at \$2 Million per year for 3 years in 2022, 2023, 2024 to be paid directly to the debt. The additional \$4 Million will be paid through local funds. The City intends to provide \$2.5 in local transportation funds with an additional \$1.5 million in local transportation funds from Greene County but would provide all necessary local funds if Greene County does not allocate funds through budgeting process. It should be noted that this project was also allocated \$3.2M sponsored by Congressman Long in the transportation infrastructure bill to be approved. If such earmarked funding is made available to match the DED funds, the City would utilize the local funding for further improvements along and adjacent to this corridor and local fund any cost not covered by economic development funds and congressionally earmarked funds.

Project Estimates and Funding Chart

	Current Estimate	Services Provided By	Funded By
Feasibility Studies	Complete \$24,000	Consultant Engineer	City of Republic
Preliminary Engineering	\$682,042.77	Consultant Engineer	City of Republic, Cost Share/Economic Development funds, accelerated by MTFC
Environmental Assessment	In progress	MODOT/FHWA	Included in Preliminary Engineering estimate
ROW Acquisition	\$1,087,247.50	Consultant Engineer	City of Republic, Cost Share/Economic Development funds, accelerated by MTFC
ROW Acquisition Incidentals	\$260,000	Consultant Engineer	City of Republic, Cost Share/Economic Development funds, accelerated by MTFC
Utilities	\$611,254.65	Contractor	City of Republic, Cost Share/Economic Development funds, accelerated by MTFC

Construction Contract	\$6,112,546.50	Contractor, Contract Administration by City of Republic	City of Republic, Cost Share/Economic Development funds, accelerated by MTFC
Construction Engineering	\$454,695.18	Consultant Engineer	City of Republic, Cost Share/Economic Development funds, accelerated by MTFC
Total	\$9,207,886.60		City of Republic, Cost Share/Economic Development funds, accelerated by MTFC

Summary of Financial Responsibilities

MoDOT District Funds	\$50,000 for MoDOT PE Oversight - MoDOT operation budget \$25,000 for MoDOT Oversight ROW Incidentals- MoDOT operation budget \$100,000 for MoDOT
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	Oversight Construction - MoDOT operation budget
Cost Share Funds	\$6 Million Economic development funds requested at \$2 Million per year for three consecutive years to repay project financing from MTFC
Local entity	\$4 Million Local Transportation funds allocated for repayment to MTFC loan amount, plus necessary interest for repayment of MTFC loan
Other	Potential \$3.2M included in Transportation Infrastructure Bill sponsored by Congressman Long
	\$10 Million funding

Total	committed to repayment of MFTC loan
Requesting MFTC loan?	Yes, \$10 Million full project costs to be repaid by economic development cost share funds in later years
Year(s) Cost Share/Economic Funds are requested	\$2 Million 2023 \$2 Million 2024 \$2 Million 2025
If local entity's match includes STP or CMAQ funds, what year are these funds available?	

How are overruns and underruns handled?

Overruns will be funded by the local entity, underruns would result in reduced financing from MTFC and reduced from the contribution of the local funds. Request of \$6 Million of cost share funds would remain in either case. 13% contingency has been included in construction costs at \$9.2M, The request for MTFC financing at \$10M is for inflationary costs in both construction and right of way acquisition, the City would ultimately take responsibility for any costs beyond the \$10M requested with local funding.

2. Revenues To Repay Debt

- A. Sources of Revenue: Describe all revenue sources to be used to repay project financing. Specify the nature of the revenue source (dedicated or not dedicated), the expected rate(s), the base to which such rates will be applied (e.g., retail sales), projected revenues from each source and projected increases or decreases in such revenues over time. Sources should include separate line items, as applicable, for federal grants, state grants, local grants, private investment, market value of right of way donations, bond proceeds

(general obligation, revenue, and others), other borrowing (specify), investment income, federal credit assistance proceeds and any other contributions. For each line item, describe the status of the source (e.g., requested, committed or received). Provide supporting documentation to evidence the status of these funds and projections as Exhibit VI.

- B. Elaborate on existing or anticipated pledges/claims on revenues and provide a brief summary of all claims on the flow of funds.

The City will be funding this \$10 Million initially through MTFC financing with the debt to be repaid through a combination of the Missouri Department of Transportation's Cost Share Program for Economic Development and State Congressionally Directed surface transportation funding that has been requested. This combination of funding would pay the project cost with the City to fund any overruns, accrued interest and additional cost to deliver the project not included in the estimate. \$6 Million in cost share funds are requested as a part of this combination application from the economic development program in the amount of \$2 Million in three consecutive years. Should the \$3.2 Million in congressional funds not be appropriated or provided in a lower amount deficits would be covered through the regular appropriation of sales tax that is not currently committed to future years and is budgeted on an annual basis and approved by the City Council. No additional revenue sources would be tied to this project.

3. Debt

- A. Project Credit Identification for MTFC Loans : Identify the proposed terms and conditions for the loan request: amount, origination date, final maturity date, timing of disbursements, pledged security, repayment sources and lien position.
- B. Total amount of debt being incurred for the project.
- C. Percent of project being funded by MTFC loan.
- D. Estimated debt service schedule and coverage for all project debt.
- E. Provide information on the other types of borrowing, including the form of borrowing (e.g., types of bonds to be issued), the pledged security for such borrowing and anticipated timing of receipt of such funds.
- F. Creditworthiness. Describe the creditworthiness of the project as noted below.
 - 1. Provide year-end audited financial statements for the past three years, as available, as Exhibit VII.
 - 2. Provide information concerning the ability of the applicant(s) (or any significant public or private partners that pledge to repay or provide funding) to repay all borrowed funds.

3. Provide a copy of existing financing documents, such as a trust indenture agreement, including any rating agency credit reports, for other creditors of the project or a term sheet indicating the proposed features of the anticipated financing documents, as Exhibit VIII.

A. The City will request \$10 Million in MTFC financing to be repaid over 10 years at the applicable program interest rate to fund 100% of project costs. Disbursements of loan amount to be expected incrementally 2022, 2023 and 2024 with the majority of disbursement in 2024. \$6 Million of which will be reimbursed via cost share economic development funds at \$2 Million per year in years 2023, 2024 and 2025. \$3.2 Million if applicable to be paid from congressionally directed surface transportation funding, if not applicable the City would repay the \$3.2 Million over the approved financing term utilizing local sales tax funds not obligated in future years and appropriated annually through budgeting.

SECTION D - Applicant Certification

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If the project in this application is on the state highway system or will be requesting federal funds, have the appropriate District Office fill out Section D. If not, applicant must complete.

1. **Federal Requirements.** This project complies with, and/or will comply with, the requirements of (check all that apply):

- Title 23 of the U.S. Code
- Chapter 53 of Title 49 of the U.S. Code
- Section 5333(a) of Title 49 of the U.S. Code

2. **National Environmental Policy Act.** The project complies with, and/or will comply with, all provisions of the National Environmental Policy Act of 1969 (42 W.S.C. 4321 et seq.).

Yes No

If no, please explain below.

Draft of CE2 NEPA Documents are already in review by FHWA with indication that CE2 is appropriate for project scope.

The project (check all that apply):

Yes No Received a Categorical Exclusion.

Yes No Received a Finding of No Significant Impact (FONSI)

Yes No Circulated a Draft Environmental Impact Statement.

Yes No Circulated a Final Environmental Impact Statement.

Yes No Received its Record of Decision. (If no, provide on an attached sheet the estimated date for receipt of the Record of Decision.)

3. **Uniform Relocation.** This project complies with, and/or will comply with, all provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1070 (42 U.S.C. 4601 et seq.)

Yes No

If no, please explain below.

4. **Civil Rights.** This project complies with, and/or will comply with, all provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.).

Yes No

If no, please explain below.

5. **Buy America.** This project complies with, and/or will comply with, all provisions of Title 23 of the U.S. Code, Section 313, Buy America.

Yes No

If no, please explain below.

6. **Manual of Uniform Traffic Control.** This project complies with, and/or will comply with, all provisions of 23 Code of Federal Regulations, Part 655, Subpart F, Manual of Uniform Traffic Control.

Yes No

If no, please explain below.

7. **Other Requirements as Applicable.** This project complies with, and/or will comply with, all other applicable provisions of federal law.

Yes No

If no, please explain below.

8. **Lobbying.** Section 1352 of Title 31, United States Code, provides that none of the funds appropriated by any Act of Congress may be expended by a recipient of a contract, grant,

loan, or cooperative agreement to pay any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, or an employee of a Member of Congress in connection with the award or making of a federal contract, grant, loan, or cooperative agreement or the modification thereof. MoDOT interprets this provision to include the use of appropriated funds to influence or attempt to influence 1) the selection for a secured loan under the MTFC or 2) the funding of a transportation project supported or partially supported by federal funds.

- 9. **Non-refundable application fee.** The fee must be paid at the time of application submission and is non-refundable, unless the MTFC has no funds available.

SECTION E - Submission Acknowledgment

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As the Applicant or as an authorized representative of the Applicant, I hereby submit this MoDOT Partnership Development Application and represent that the statements contained herein are true and correct to the best of my knowledge. We believe that the assumptions underlying the Financial Plan are reasonable and appropriate. Further, we have made available all significant information that we believe is relevant to the Financial Plan and, to the best of our knowledge and belief, the documents and records supporting the assumptions are appropriate. I also understand that the acceptance and consideration of this application does not constitute approval by the Missouri Highways and Transportation Commission or the Missouri Transportation Finance Corporation. As a Transportation Corporation applicant I hereby attest to being a twenty-one year old registered voter in the state of Missouri.

Project Name: State Highway MM Widening, Republic

* A copy of the signature page is required for the completion of this application. Please print it, sign it and attach below. A signature must be provided by each party of the application.

Signature

Title

Typed or Printed Name

Date

Signature (Trans. Corp Only)

Title

Typed or Printed Name

Date

Signature (Trans. Corp Only)

Title

Typed or Printed Name

Date

**Application requires a letter of support from the MoDOT District Engineer and the Metropolitan Planning Organization or Regional Planning Commission.*

Submit application by clicking on "Submit to the Partnership Group" button below or to: Financial Services Division, Missouri Department of Transportation, P.O. Box 270, Jefferson City, MO 65102 (Phone 573-526-8106)