

TRANSPORTATION & HUD REQUESTS

- ***111th and Mingo Intersection Signalization***
 - **Organization:** City of Bixby
 - **Amount Requested:** \$318,000
 - **Purpose:** The requested funds would be used for a signalization project at 111th and Mingo. Jobs would be created through the construction of the intersection and resulting development along this transportation corridor.
 - **Justification:** The 111th and Mingo intersection encompasses jurisdictions of the City of Bixby, the City of Broken Arrow and Tulsa County. Because this is currently a four-way stop with no turn lanes, this intersection is a bottleneck that prevents proper traffic flow in all directions. Upgrading this intersection would allow for commercial and residential growth in all directions of this jurisdiction.
 - **Authorization:** STP (Surface Transportation Program) (Section 133 of Chapter 1 of Title 23, United States Code (USC). Part of the Intermodal Surface Transportation Efficiency Act (ISTEA), 12/18/91

- ***Business Park Infrastructure***
 - **Organization:** Ardmore Development Authority
 - **Amount Requested:** \$700,000
 - **Purpose:** The City of Ardmore requests funds for this project to make infrastructure improvements at Ardmore Technology Park and Ardmore Industrial Airpark to continue its drive to create jobs and stimulate long-term economic growth. Ardmore is on the leading edge of efforts to attract science-based businesses to Oklahoma. The Ardmore Technology Park will be a 248-acre light industrial business park catering to science-based enterprises situated one mile west of I-35 and accessible from Highway 70. The Ardmore Development Authority is transitioning Ardmore Industrial Airpark from a former Air Force Base into an industrial hub and intermodal freight distribution center. This project will create an estimated 29 jobs in FY11 and 67 jobs over five years.
 - **Justification:** The project will help Ardmore attract science-based and transportation businesses to Oklahoma, contributing to economic development and job growth throughout the region. It will create construction, manufacturing, transportation, and science-based jobs at Ardmore's business parks and expedite economic development in southern Oklahoma. Ardmore Development Authority and the City of Ardmore have undertaken efforts stimulate long-term growth and create jobs. By taking advantage of Ardmore's prime location between Oklahoma City and Dallas-Fort Worth and its access to air, rail and highway transportation infrastructure, Ardmore seeks to attract businesses in the science, defense, aerospace, biotech, medical, IT, cargo, and telecommunications sectors.
 - **Authorization:** EDI (Economic Development Initiative) (EDI is authorized by Section 108q of the Housing and Community Development Act of 1974, as amended and 42 U.S.C. 5308 - Law in effect as of 1/3/06) EDI provides grants to local governments to enhance both the security of loans guaranteed through the Section 108 Loan Program and the feasibility of the economic development and

revitalization projects they finance. This project is also authorized by P.L. 110-114 and 42 U.S.C. 5301 et seq.

- ***Chapman Road Reconstruction***

- **Organization:** City of Clinton
- **Amount Requested:** \$400,000
- **Purpose:** The requested funds would be used for the re-construction of Chapman Road. The road has served both commercial truck traffic created by local businesses and as the shortest access to Interstate 40 for east bound travelers. It is purposed to improve this road to modern day standards to better serve the citizens that use the road daily and provide a safer roadway for visitors. The construction jobs associated with the various components of the project are anticipated to be approximately 50.
- **Justification:** The reconstruction of Chapman Road will address a long standing issue associated with the construction of Interstate 40. Because of the fact that there is no East bound access to I-40 at Exit 65, local citizens and visitors alike are forced to “take the back road” to Neptune Drive for East bound access. Additionally, with the residential and commercial development that has occurred to the north of Chapman Road, heavy commercial truck traffic has been instructed to utilize what was designed to be county road. In the short term, this project will address all of the current issues by bringing the road up to standard for heavy commercial and local traffic while improve safety. In the long term, the project will play in important part in opening a commercial trade area to the South of I-40 while addressing our successful implementation of land use planning.
- **Authorization:** TCSP (Transportation, Community and System Preservation Program) (Public Law 109-59 “Highway Bill”, 8/10/05) Under TCSP, states, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that: (1) Improve the efficiency of the transportation system of the United States. Reduce environmental impacts of transportation. (2)Reduce the need for costly future public infrastructure investments. (3)Ensure efficient access to jobs, services, and centers of trade.(4) Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

- ***CNG Infrastructure***

- **Organization:** City of Norman
- **Amount Requested:** \$1,000,000
- **Purpose:** The requested funds would be used to construct a Compressed Natural Gas station to meet the City’s needs and to offer unlimited access to those in the public or other private fleets. The City of Norman also plans to purchase 25 to 30 Natural Gas vehicles ranging from light to heavy duty over the next 5 to 10 years, since it will have a station. These refuse trucks will use natural gas propulsion system in lieu of the diesel that have typically been purchased over the years.

- **Justification:** This station will help provide reliable refueling either on a fast fill basis or time fill overnight while parked in a maintenance yard. There are savings realized from personnel costs by time-filling CNG vehicles instead of fast filling petroleum vehicles, as is the case today. It would also eliminate any chance of fuel spills because natural gas from the pipeline evaporates into the atmosphere if there was ever a leak, rather than spilling on the ground. In addition, maintenance costs should decrease, such as the elimination of unnecessary oil changes and longer overhaul intervals associated with less drivetrain components, not to mention the cost of oil and having it hauled away by a hazardous waste hauler when spilled.
 - **Authorization:** Buses and Bus Related Equipment and Facilities Program (SAFETEA-LU - P.L. 109-59 “Highway Bill” – 8/10/05) The Buses and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities.
- ***CNG Vehicle Conversions and Dedicated CNG Vehicles***
 - Organization:** City of Tulsa
 - **Amount Requested:** \$3,525,000
 - **Purpose:** Funding would be used for Compressed Natural Gas (CNG) Vehicle Conversions and procure Dedicated CNG Vehicles. Specifically, the funds would be used to: convert 50 Heavy-Duty Diesel Crew Trucks and Dump Trucks to Dedicated CNG; convert 50 Gasoline Pickups to Dedicated CNG Pickups and; replace 50 Gasoline Light-duty Vehicles with Dedicated CNG Automobiles. This project will also require the City to expand its CNG infrastructure. Additional CNG vehicles will require increased fueling capacity.
 - **Justification:** The cost savings of operating the City of Tulsa fleet on CNG versus gasoline or diesel is roughly \$1.00 per equivalent gallon. Based on this fact, and assuming the 150 CNG vehicles are placed in service during the project time frame, the City's annual cost savings would then be \$450,000. This project will help local and regional manufacturers to develop a sustainable workload to preserve current jobs, create new jobs, and avoid implementing layoffs and pay cuts. Preserving jobs and pay levels will enable local and regional companies to stay solvent and competitive, and will enable area citizens to acquire needed resources to meet financial obligations and buy consumables and non-consumables.
 - **Authorization:** Buses and Bus Related Equipment and Facilities Program (SAFETEA-LU - P.L. 109-59 “Highway Bill” – 8/10/05) The Buses and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities.
- ***Elevated Water Storage Tower***
 - **Organization:** City of Piedmont
 - **Amount Requested:** \$2,000,000
 - **Purpose:** The requested funds would be used to construct a 0.5 million gallon elevated water storage tower, make improvements to the booster pump station that feeds the tower, and install 4,000 feet of 16-inch water line to connect the

proposed tower to the central business district. The City has made a significant investment in water infrastructure to ensure an adequate water supply but has not had resources to address issues with the distribution system. At present, the distribution system is generally adequate to serve daily needs but does not have the capacity to provide fire flows in accordance with the International Fire Code. Addressing this will significantly enhance public safety, as the service area for the proposed tower includes several schools, the existing business district, and locations where mixed-use residential and commercial development have been proposed.

- **Justification:** One of the fastest growing communities in the State of Oklahoma, Piedmont grew at the rate of 64% from the 2000 U.S. Census, making it the lead community for growth in the Oklahoma City Metropolitan Area. Along with this population growth, average monthly water demand increased from 11.1 million gallons in 2001 to 15.5 million gallons in 2008, representing a 40 percent increase. A preliminary engineering evaluation of the proposed project indicated that the addition of the tower, pump station improvements, and 16-inch water line should make it possible to provide at least 1750 GPM of fire flow along Piedmont and Edmond Roads where the schools and existing and proposed commercial properties are located and will raise the available fire flow to 1000 GPM in the residential areas of the core city. Given the existing development and type of future development that is anticipated, this available fire flow will bring the city into compliance with the International Fire Code.
- **Authorization:** EDI (Economic Development Initiative) (EDI is authorized by Section 108q of the Housing and Community Development Act of 1974, as amended and 42 U.S.C. 5308 - Law in effect as of 1/3/06) EDI provides grants to local governments to enhance both the security of loans guaranteed through the Section 108 Loan Program and the feasibility of the economic development and revitalization projects they finance.

- ***I-40 Realignment Ingress/Egress Project***

- **Organization:** City of Oklahoma City
- **Amount Requested:** \$1,000,000
- **Purpose:** This project requests funds to provide adequate ingress and egress from I-40 and I-35 to downtown Oklahoma City. In its current form, Interstate 40 and its nearby intersection with Interstate 35 provide adequate ingress and egress to downtown Oklahoma City. After the realignment of I-40, a project currently under construction, the ingress and egress points will dramatically change. Mitigating the impact of that change and providing a similar level of ingress and egress to downtown Oklahoma City from I-40 and I-35 was a critical part of the Record of Decision (dated May 1, 2002) established before construction of this project began. Based on anticipated development in the area of the ingress and egress project over the next 15-20 years, approximately 1,250 FTE non-construction jobs are expected.
- **Justification:** This project is very important to the greater Oklahoma City and Oklahoma County metropolitan area (with its population of almost 1.3 million), as access to its downtown business community is critical to sustaining economic

growth. This project is also important to the region and state, as Oklahoma City's downtown is the center of economic activity for the state's capital and largest city. Oklahoma City is the largest metropolitan area on Interstate 40 between Memphis, TN and I-40's western terminus in Barstow, CA. Reconnecting downtown Oklahoma City to the interstate system with this project is part of the I-40 realignment project. The ingress and egress from Interstate 40 and Interstate 35 is critical to providing adequate access to downtown Oklahoma City, the center of commerce for the state of Oklahoma.

- **Authorization:** TCSP (Transportation, Community and System Preservation Program) (Public Law 109-59 "Highway Bill", 8/10/05) Under TCSP, states, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that: (1) Improve the efficiency of the transportation system of the United States. Reduce environmental impacts of transportation. (2) Reduce the need for costly future public infrastructure investments. (3) Ensure efficient access to jobs, services, and centers of trade. (4) Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

- ***Improve Drainage Flow and Capacity at Railroad Bridges***

- **Organization:** City of Pryor Creek
- **Amount Requested:** \$1,000,000
- **Purpose:** The requested funds will be used to enlarge the drainage capacity under the railroad crossing on Salt Branch and Park Branch drainage, including clearing debris and cleaning of drainage bed up to 1000 feet of crossing. The current railroad crossing capacity is inadequate to handle flow resulting in repetitive loss of property, structures and loss of life. The work would be done without impacting rail usage - this is critical to support the industrial park. This increase in flow capacity would possibly reduce by a minimum of 75% all drainage issues within the corporate city limits. The railroad bridge has washed out in the past floods and had to be reconditioned not rebuilt.
- **Justification:** The rail is used to support Mid America Industrial Park, the largest industrial park in Oklahoma. The rail provides for transportation of 100 coal cars per day to the coal fire electric facility and numerous other products. If and when the bridges are washed out it affects the ability to produce electricity and can cause temporary loss of jobs, both coal fire and other facilities. The bridges are of inadequate size for water flow and also cause flooding upstream due to lack of flow capacity. Without rail transportation the loss of jobs, both permanent and part time has had an economic impact to the City and County. It also affects the ability to provide electricity, not only to this area but the electric grid of the United States. We continue to see repetitive loss of property due to flooding caused by the inadequate bridge capacity; this would eliminate the probability and reduce the national flood insurance and costly authorization of Presidential Flood Declarations.

- **Authorization:** STP (Surface Transportation Program) (Section 133 of Chapter 1 of Title 23, United States Code (USC). Part of the Intermodal Surface Transportation Efficiency Act (ISTEA), 12/18/91
- ***Kerr Lab Road Reconstruction and Extension***
 - **Organization:** Ada Public Works Authority
 - **Amount Requested:** \$900,000
 - **Purpose:** The City of Ada requests funds to help reconstruct about 1.75 miles of Kerr Lab Road and extend Stonecipher Boulevard from its present terminus near IRT Boulevard to intersect with Kerr Lab Road. Kerr Lab Road provides access to the growing industrial center in southeast Ada, including the Chickasaw Nation Hospital currently under construction, the EPA's Robert S. Kerr Environmental Research Laboratory, the Pre-Paid Legal National Headquarters, the Oklahoma Blood Institute, and the IRT Call Center. The reconstruction would replace approximately 1.75 miles of the existing two lanes of asphalt roadway with two lanes of concrete roadway and paved shoulders, as well as construct Americans with Disabilities Act-compliant sidewalks. This project will create an estimated 37 jobs in FY11 and 210 jobs over the next five years.
 - **Justification:** Kerr Lab Road has deteriorated significantly since its construction in the 1960s and is in need of extensive repairs. The reconstruction of Kerr Lab Road and extension of Stonecipher Boulevard will provide better access to the business community in southeast Ada, enhance transportation safety in the area and ease traffic flow throughout the surrounding areas, which will help Ada attract additional businesses to the area, contributing to economic development and growth throughout southern Oklahoma.
 - **Authorization:** TCSP (Transportation, Community and System Preservation Program) (Public Law 109-59 "Highway Bill", 8/10/05) Under TCSP, states, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that: (1) Improve the efficiency of the transportation system of the United States. Reduce environmental impacts of transportation. (2) Reduce the need for costly future public infrastructure investments. (3) Ensure efficient access to jobs, services, and centers of trade. (4) Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.
- ***Major Collector Route 4286C***
 - **Organization:** Logan County, District 2
 - **Amount Requested:** \$1,500,000
 - **Purpose:** The requested funds would be used for a repaving project in Logan County and includes a 3 mile stretch of road on Pine Street, (Air Depot) beginning at Waterloo Road, and extending north to Simpson Road.
 - **Justification:** According to the Association of Central Oklahoma Governments there are 7,883 residents in the southwest corner of Logan County. A large percentage of these people commute to work in Edmond and Oklahoma City. A

significant number of them use Pine Street, to access I-35. Presently the three miles of Pine Street has an asphalt surface but is deteriorated to the point that it cannot be repaired and the irregular surface is causing damage to vehicles. Due to the poor condition of the road, financial institutions and industries are hesitant to finance growth in this area. This project would also have a long term economic impact through the housing and job growth it will bring to the south part of Logan County.

- **Authorization:** STP (Surface Transportation Program) (Section 133 of Chapter 1 of Title 23, United States Code (USC). Part of the Intermodal Surface Transportation Efficiency Act (ISTEA), 12/18/91

- ***Midwest City I-40 Corridor Feasibility Study***

- **Organization:** City of Midwest City
- **Amount Requested:** \$500,000
- **Purpose:** The requested funds would be used for a feasibility study to explore available solutions to improve the safety of the Midwest City I-40 corridor and determine a reasonable cost estimate for future planning purposes. Interstate 40 parallels Midwest City's southern boundary for approximately three (3) miles as it separates Midwest City and Tinker Air Force Base. The Midwest City I-40 corridor serves as the westbound entry into the Oklahoma City Metropolitan Area and as a commuter route for 27,000 military and civilian employees working at Tinker Air Force Base. Travelers must navigate precarious turns, vertical grade changes and a limited line of sight along this development-bound stretch of interstate. Adding to the hazardous nature of the area are four (4) interstate exits to entry gates at Tinker Air Force Base.
- **Justification:** Over the past five years there have been 780 traffic accidents in this three (3) mile area, injuring 341 people with 2 fatalities. The projected benefits of this project include a safer driving experience for motorists entering the metropolitan area on I-40, less opportunity for vehicular collisions and improved access to the entry gates at Tinker Air Force Base and Midwest City. This project is the first step in addressing a hazardous segment of Interstate 40 affecting not only travelers to and from Midwest City and Tinker Air Force Base but all travelers entering the Oklahoma City Metropolitan Area on I-40.
- **Authorization:** TCSP (Transportation, Community and System Preservation Program) (Public Law 109-59 "Highway Bill", 8/10/05) Under TCSP, states, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that: (1) Improve the efficiency of the transportation system of the United States. Reduce environmental impacts of transportation. (2) Reduce the need for costly future public infrastructure investments. (3) Ensure efficient access to jobs, services, and centers of trade. (4) Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

- ***Oklahoma Transportation Center***

- **Organization:** Oklahoma State University
 - **Amount Requested:** \$4,000,000
 - **Purpose:** The Oklahoma Transportation Center (OTC) is a consortium effort between OSU, the University of Oklahoma, Langston University as well as the OK Department of Transportation and the OK Turnpike Authority. OTC will address the solutions of some critical infrastructure problems including service monitoring and life extension of bridge and foundation systems, vehicle-bridge interactions, pavement materials and mechanics, intermodal freight logistics, and safety and security of traffic and infrastructure. Consistent with FTA’s strategic research focus, OTC expects to perform transit research, particularly with respect to mobility for the economically and physically disadvantaged, cost efficiency, coordination of services, safety, preparedness and emergency response.
 - **Justification:** The Center will stimulate, initiate and promote research, education and technology transfer for transportation system enhancements and innovation that will expand the capacity of existing systems and create system redundancies for the efficient movement of freight and improved passenger service. Renewal as national center will enable the OTC to commence new research in the economic enhancement of transportation systems that will attract private investment for economic gain and public participation for enhanced and effective operations of public transportation systems.
 - **Authorization:** SAFETEA-LU (Public Law 109-59 “Highway Bill”, 8/10/05) - Section 5401 of P.L. 109-59 (49 USC 5505)
- ***Town of Roland Street Project***
 - **Organization:** Town of Roland
 - **Amount Requested:** \$1,000,000
 - **Purpose:** Funding for this project would be used to overlay several miles of streets which are deteriorating with asphalt within the town of Roland. Funds would also be used for a replacement bridge on one of the busiest streets within the town. It is estimated that this project and the result of its completion could bring as many as 100-350 jobs to the area.
 - **Justification:** Street repairs are needed – some streets in Roland are so deteriorated that emergency services have a hard time accessing them. This project would provide safe, dependable roads, allow the citizens of Roland to better access local businesses and would also attract new businesses to the area.
 - **Authorization:** STP (Surface Transportation Program) (Section 133 of Chapter 1 of Title 23, United States Code (USC). Part of the Intermodal Surface Transportation Efficiency Act (ISTEA), 12/18/91
- ***US Highway 169 Widening Project***
 - **Organization:** City of Owasso
 - **Amount Requested:** \$1,000,000
 - **Purpose:** Funds would be used for the environmental analysis and assessment required prior to the initiation of construction to widening U.S. 169 between 46th Street North and 126th Street North, in Tulsa County. If funded, the Oklahoma

Department of Transportation would contract with an engineering consultant to perform the environmental assessment.

- **Justification:** The community of Owasso has seen tremendous growth in the past 10 years, increasing in population and commercial activity. US Highway 169 runs directly through the heart of the community and will continue to attract major retail and office investors. The widening of US HWY 169 from E. 46th Street North to E. 126th Street North will not only improve safety and ease traffic flow between Owasso and Tulsa, it will save commuters time and money. Approximately 1,500 temporary construction jobs over a 24 month period and an additional 1,200 full time permanent jobs created by economic opportunities as widening project. This is a part of the Oklahoma State Transportation Plan and will create jobs for the State.
- **Authorization:** TCSP (Transportation, Community and System Preservation Program) (Public Law 109-59 “Highway Bill”, 8/10/05) Under TCSP, states, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that: (1) Improve the efficiency of the transportation system of the United States. Reduce environmental impacts of transportation. (2)Reduce the need for costly future public infrastructure investments. (3)Ensure efficient access to jobs, services, and centers of trade.(4) Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals