



BROKEN ARROW

Where opportunity lives



2023 RAISE Grant Application

Reconnecting Broken Arrow: PLANNING FOR MULTIMODAL IMPROVEMENTS





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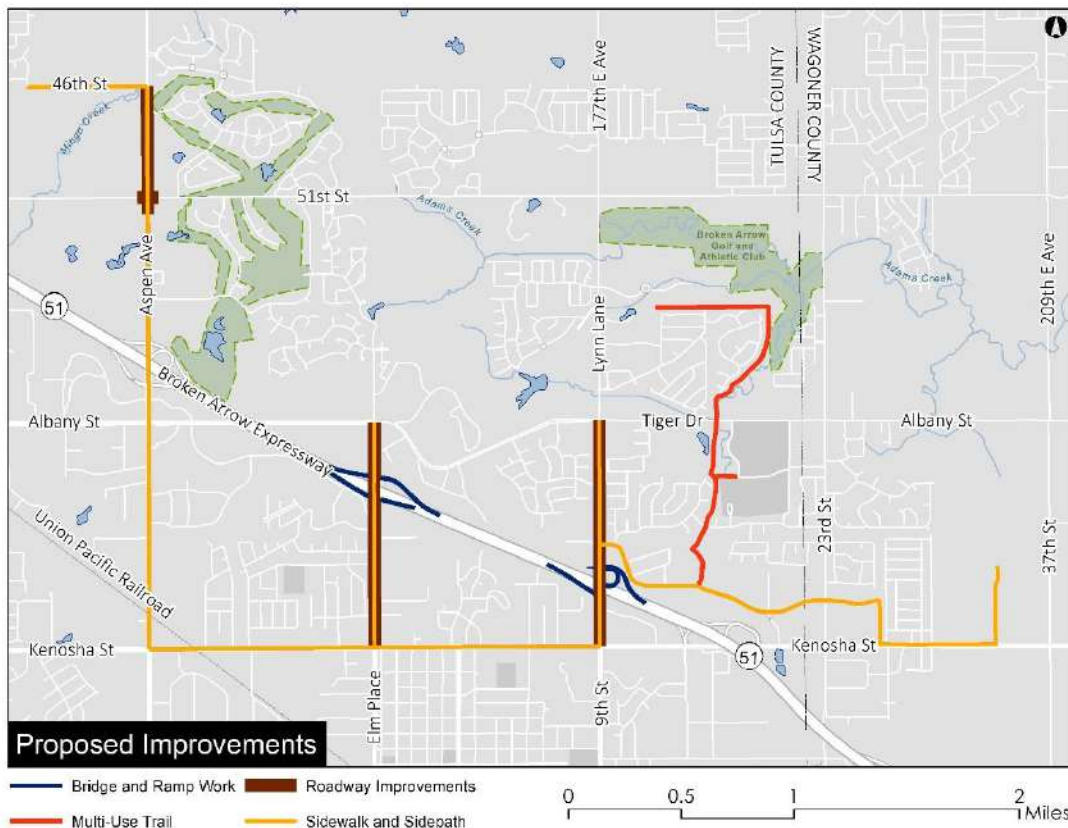
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1. PROJECT DESCRIPTION

The [City of Broken Arrow](#), Oklahoma (OK) is requesting \$5.84 million in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning funding for the **Reconnecting Broken Arrow (RBA): Planning for Multimodal Improvements Project** (the **RBA Project**). This RAISE planning project will allow the City of Broken Arrow to advance a multimodal improvement project along several interconnected corridors in Broken Arrow. Planned improvements in the area include roadway improvements, new multi-use trails, side paths, sidewalks, bridge and highway interchange configuration improvements, ADA accommodations, and other safety improvements, as shown in Figure 1. Today this area is divided by an urban freeway, the Broken Arrow Expressway, which is a significant barrier to multimodal travel.

Figure 1: Reconnecting Broken Arrow Project Corridors and Conceptual Improvements



There are three primary multimodal and safety enhancements the city will examine through the **RBA Project** that include: the construction of sidepaths/multiuse trails along urban arterial corridors (Aspen Avenue, Elm Place, North 9th Street, and West Kenosha Street), roadway and interchange improvements (focused on capacity challenges), and off-street trails/greenways.

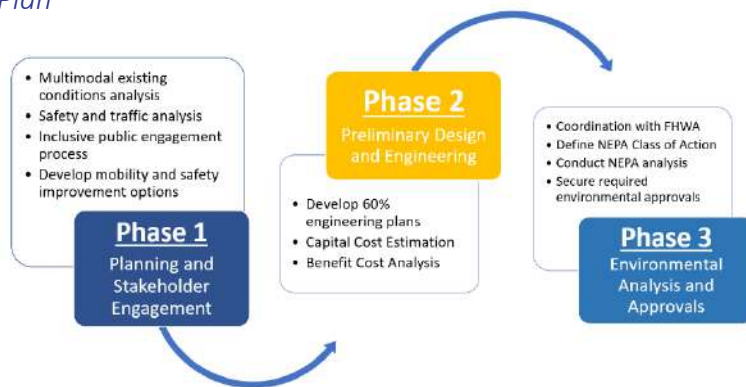
The Camino Villa neighborhood is located on the eastern edge of the project area and is a disadvantaged area. One goal of the **RBA Project** is to provide new multimodal connectivity to this neighborhood that will provide safe access to schools, parks, employment, and nearby retail. The **RBA Project** will involve three phases including planning, engineering, environmental analysis, and approvals. The phased approach is outlined in Figure 2.



1.1 Statement of Work and Project Readiness

The **RBA Project** is positioned to initiate the project quickly upon RAISE project selection and funding obligation. The City of Broken Arrow is committed to advancing this critically needed project that will greatly improve safety and equitable multimodal access for residents and visitors to the community. Upon selection of RAISE funding, the city will finalize project scoping details and begin a competitive procurement process for planning, public involvement, environmental, and engineering services to supplement city staff and provide additional expertise to deliver the project.

Figure 2: Reconnecting Broken Arrow Project Phased Work Plan



As outlined in Figure 2 the **RBA Project** will be comprised of three phases of refining analysis and design that will lead to a well-defined, community-supported, and low-risk multimodal improvement project. The detailed statement of work includes:

Phase 1 – Corridor Planning and Public/Stakeholder Engagement

The initial phase of the **RBA Project** will assess alternatives for transportation improvements along several key corridors in Broken Arrow and determine the viability of each multimodal improvement alternative. The planning phase of this RAISE project will incorporate inclusive, transparent, and equitable public and stakeholder involvement in the development of the preferred set of improvement alternatives for the project area. This phase will identify goals and objectives for the many barriers and challenges to equitable mobility in the area.

The planning phase will include an assessment of existing conditions and a multimodal safety analysis to understand where the most critical safety issues and barriers to mobility are occurring in the project area. The existing conditions analysis will help define the most impactful improvements to enhance safety and connectivity for auto traffic, cyclists, transit riders, pedestrians, and other vulnerable road users.

Phase 1 will develop high-level rough order of magnitude cost estimates for the various multimodal improvements envisioned along the corridors and greenways in the project area. Planning-level engineering and design will be developed to facilitate these rough order-of-magnitude cost estimations.

The first phase of the **RBA Project** will conclude with a publicly supported plan to improve safety, access to educational opportunities, job connectivity, equity, and accessibility for all modes in this part of Broken Arrow.



Phase 2 – Conceptual Design and Engineering

The second phase of this RAISE planning project will build upon the planning efforts to develop the design and engineering details necessary to advance this critically important multimodal project toward construction. Phase 2 will advance plans in the corridors and greenways for roadways, trails, side paths, sidewalks, transit stops, and other improvements and develop design level engineering plans, through 60% completion. This phase will also include early right-of-way and utility coordination, based on anticipated needs. Engineering designs are currently under way for the 9th Street corridor and will be augmented with a new design for bicycle and pedestrian amenities along the corridor. The more detailed engineering will facilitate a more refined and lower-risk construction cost estimation and assist with environmental reviews.

This phase of the **RBA Project** will conduct a Benefit-Cost Analysis (BCA), compliant with recent Notices of Funding Opportunity (NOFO) from the RAISE Discretionary Program that will define the benefit-cost ratio (BCR). The BCA will be utilized to supplement a future RAISE capital project application in the coming 3-5 years.

Phase 3 – Environmental Analysis and Approvals

The final phase of the **RBA Project** will complete the environmental review and analysis to prepare the complete program of projects for rapid advancement into construction when capital funding is secured and made available. Phase 3 will coordinate with the Federal Highway Administration (FHWA) to identify the class of action for environmental analysis. It is assumed that the eventual community-supported preferred alternative would be a Categorical Exclusion (CE), or potentially an Environmental Assessment (EA). Once the NEPA class of action is defined, Phase 3 of the **RBA Project** will proceed with the required environmental approvals and clearances. Allowing construction to begin on these much-needed multimodal improvements, delivering greater connectivity, safety, and mobility to the surrounding development.

1.2 Addressing Transportation Challenges

The City of Broken Arrow is divided from northwest to southeast by State Highway 51, better known as the Broken Arrow Expressway. This expressway is a six-lane controlled access freeway that is critical to regional transportation, mobility, and commerce, but also creates a barrier to multimodal connectivity. The **RBA Project** will improve mobility and safety along multiple key arterial commercial and residential corridors that will help to enhance community connectivity along and across the Broken Arrow Expressway.

Over the past 10 years, there have been more than 2,200 crashes for autos, bicyclists, and pedestrians along the vitally important corridors of Aspen, Elm, 9th, and Kenosha. The addition of targeted arterial street improvements and the addition of new side paths, multiuse trails, new pedestrian crossings, and ADA infrastructure will make these

Figure 3: ADA Ramp Construction in Broken Arrow



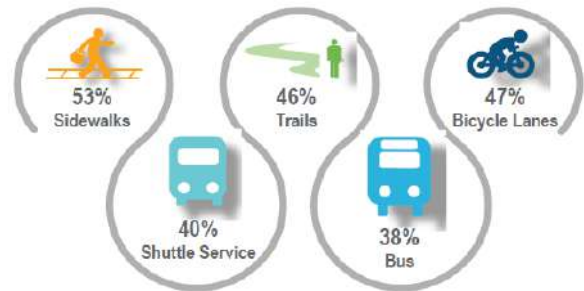


corridors in the heart of Broken Arrow safer, accessible, and connected. To achieve this, detailed planning and engineering efforts are needed along with meaningful community engagement to fully define the appropriate improvements. These critical planning phases will allow the **RBA Project** to take a major step towards construction in the years ahead.

1.3 Project History and Broader Context

The **RBA Project** is rooted in several years of community-based planning that has identified the project area corridors and desired multimodal improvements to be assessed in this effort. The **Broken Arrow Next Comprehensive Plan** was adopted in 2019. The community comprehensive plan was developed over more than a year and included multiple rounds of public engagement and community surveys to define the goals, vision, and objectives for Broken Arrow over the coming twenty years. As part of the comprehensive plan, a public survey was conducted, and residents were asked what transportation modes they would like the city to implement in the future. Figure 4 summarizes the responses from the survey and shows that sidewalks, multi-use trails, and bicycle amenities are the most desired transportation modes.

Figure 4: BA Most Desired Transportation Modes



In 2020 and 2021 the City of Broken Arrow submitted RAISE applications for capital funding assistance for improvements to the 9th Street corridor, which is a key corridor to the **RBA Project**. Improvements to equitable multimodal transportation and safety remain paramount to the city. The City of Broken Arrow is expanding the project area with this RAISE planning project to increase the potential benefits of enhanced safety, mobility, and connectivity to disadvantaged areas of the community.

Detailed engineering plans for the 9th Street corridor are currently underway and will be used to spring-board the **RBA Project** as it incorporates adjacent corridors and develop detailed plans for additional multimodal improvements. These plans can be made available upon request.

1.4 Project Location

Broken Arrow is the fourth largest city in the State of Oklahoma with over 120,000 people. The **RBA Project** is located within Oklahoma’s First Congressional District, currently represented by **Kevin Hern**. It is within the Tulsa Urbanized Area/TMA (2020) and is a southeastern suburb of the Tulsa metro area. The **RBA Project** encompasses a planning area focused on four urban arterial roadways (Aspen Avenue, Elm Place,

Figure 5 RBA Project and Broken Arrow Location Map



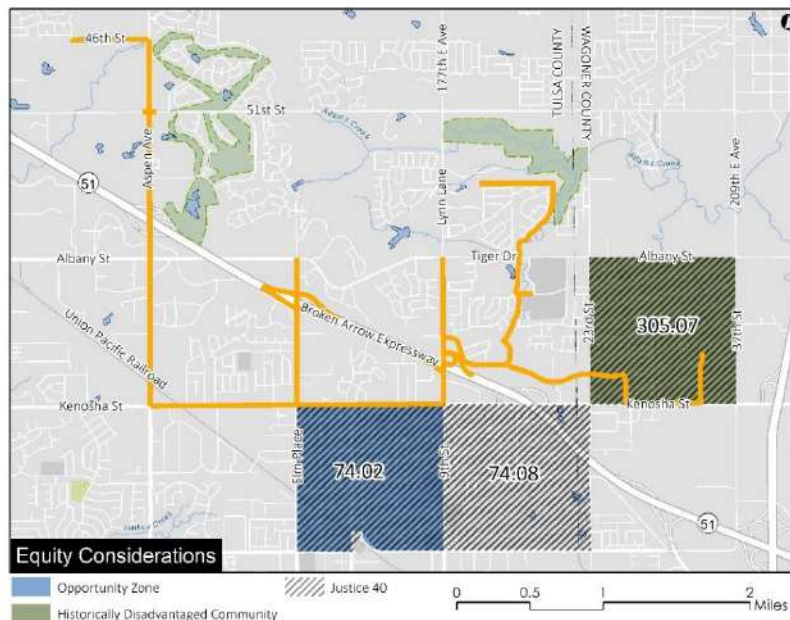


9th Street, and Kenosha Street) as well as an off-street greenway area on the east end of the project as illustrated in Figure 1.

The **RBA Project** is generally bounded by 46th St on the North, Kenosha Street on the South, Aspen Avenue on the West, and 37th St on the East. It sits in the northern portion of Broken Arrow and is bordered by Tulsa’s city limits on the north and west. There are approximately 9,000 residents within the immediate project area, hosting a population density of 2,500-3,000 residents per square mile.

The land use of the area is primarily single-family residential, with some apartment complexes and condos, as well as a diverse mix of commercial properties along the project’s arterials and BA Expressway. The area is well connected to the rest of the city, with several major roads and highways running through or near the project area, including the BA Expressway, allowing an efficient connection to Downtown Tulsa.

Figure 6: Environmental Justice Areas Served by the Project



The **RBA Project** will serve a Historically Disadvantaged Community (Census Tract 305.07). As can be seen in Figure 6, a mile long segment of trail on the far east end of the project intersects this census tract. The trail will help ensure residents of this community have more abundant and safer multi-modal options for accessing jobs, schools, businesses, and healthcare, as well as providing recreation and health benefits.

The **RBA Project** will also connect an Opportunity Zone (Census Tract 74.02) and three Justice40 Areas (Census Tracts 74.02, 74.08, and 305.07), which are also shown in Figure 6. Opportunity Zones allow individuals to invest in development projects with added tax benefits. They are intended to encourage urban redevelopment. Justice 40 Areas use seven different equity measures, including factors related to income, the environment, and transportation access to identify census tracts lacking in transportation equity. The Opportunity Zone and the three Justice40 Areas will all be served and enhanced by the bicycle, pedestrian, and ADA improvements included with this project. Residents of these areas will be provided more complete and safer multi-modal options for accessing businesses, potential jobs, healthcare providers, recreation, and schools within the project area. It is also worth mentioning that the entire project area falls under a Native American Tribal Jurisdiction (Muscogee Creek), and therefore may involve additional equity considerations related to this designation.



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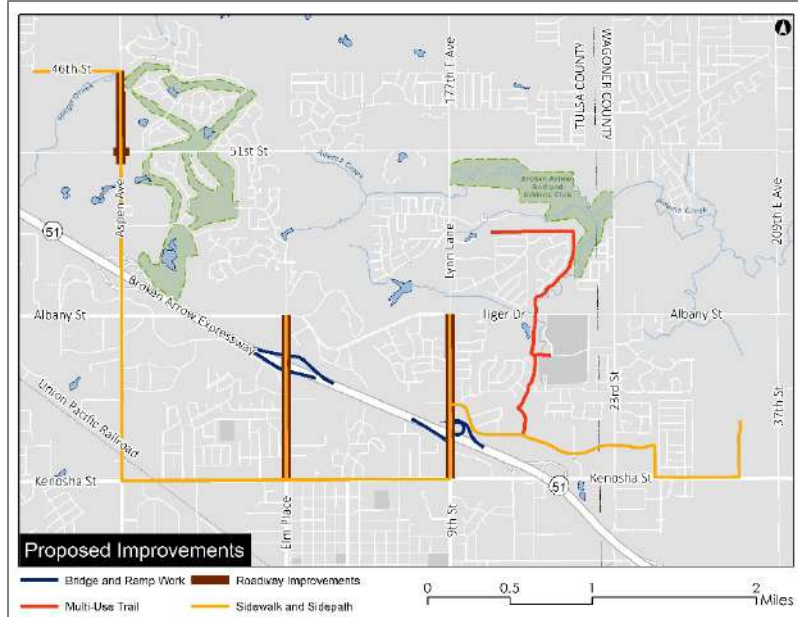
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1. MERIT CRITERIA NARRATIVE

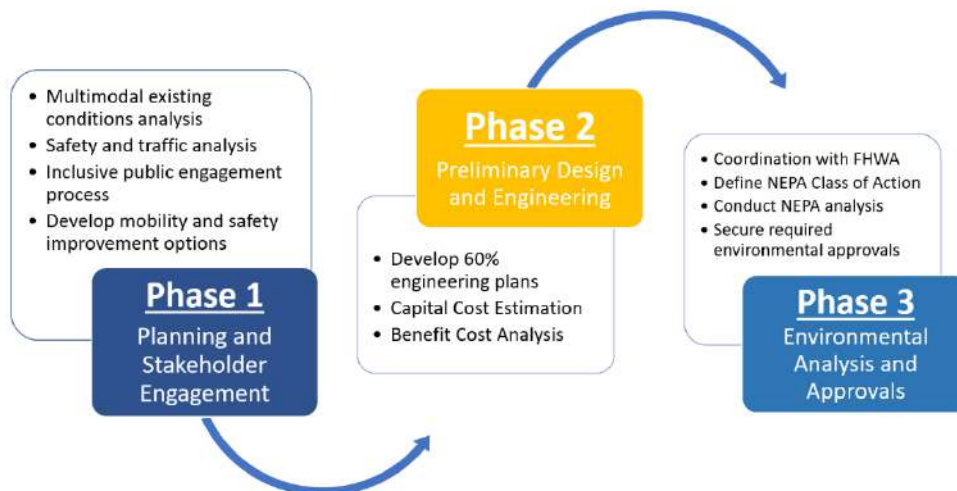
The *Reconnecting Broken Arrow (RBA): Planning for Multimodal Improvements Project* excels in all RAISE Merit Criteria with the greatest benefits for equitable mobility, safety, and improvements to quality of life for the residents of Broken Arrow. The Broken Arrow community today is divided by a six-lane urban expressway that is a significant barrier to mobility north and south in the community. The *RBA Project* will establish a plan to enhance mobility and connectivity in Broken Arrow centered around several interconnected arterial roadways as well as greenway connections. (Figure 1).

Figure 1: Reconnecting Broken Arrow Project Corridors



The RAISE Planning project will work through a three-phase process that will be founded in transparent and open engagement with residents, business owners, and other stakeholders to create a community-supported plan for multimodal improvements along several of the most high-profile gateway arterial roadways in the Broken Arrow area. The three phases of the *RBA Project* are highlighted in Figure 2.

Figure 2: Reconnecting Broken Arrow Project Phased Approach





The *RBA Project* is well positioned to begin rapidly following RAISE funding selection and grant obligation. This is a low-risk project with high benefits to the Broken Arrow community and will establish a cohesive plan to construct equitable multimodal improvements that will restitch the community fabric in the heart of the city.

1.1 Safety

1.1.1 CURRENT SAFETY CHALLENGES

There are numerous challenges to safety, mobility, and connectivity in the *RBA Project* area. Many of the arterial corridors have existing sidewalks but are not continuous in areas. Bicycling facilities either on or off-street do not exist, making cycling along these high-speed and high-volume urban arterial corridors uncomfortable for all but the most experienced cyclists. Each of the arterial streets included for analysis in the *RBA Project* generally consist of four travel lanes, some including a Two Way Left Turn Lane (TWLTL).

Kenosha Street, the main east/west roadway in this planning project (Figure 3), is a major commercial corridor for the City of Broken Arrow and is an example of the existing condition in the project area. While sidewalks exist on one, or both sides of the roadway, it is frequently interrupted by numerous and closely spaced driveways that can pose a risk to cyclists or pedestrians to turning traffic. The *RBA Project* will examine opportunities to close gaps in the sidewalk network, construct wide side paths or multiuse trails on one side of the arterial streets, and potential opportunities to improve access management and consolidate commercial driveways. This will improve safety, comfort, and mobility of the most vulnerable users of the transportation system in this area.

Figure 3: Kenosha Street at Lynn Lane Looking West



Over the last 10 years there have been more than 2,200 total crashes on the primary roadways that make up the *RBA Project* area. In this time there have been four fatality crashes and forty-two



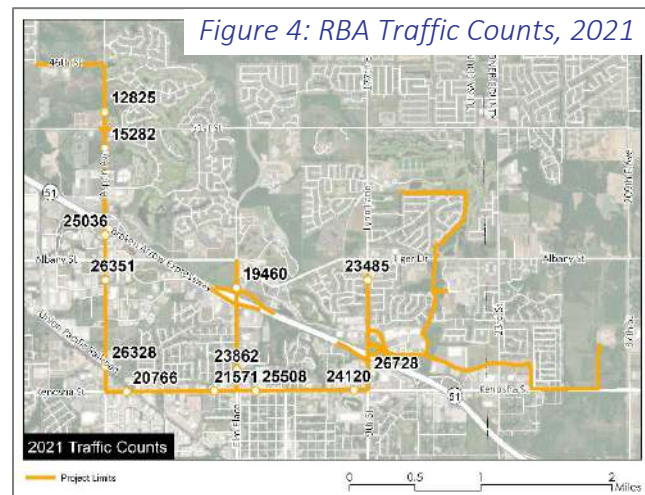
crashes resulting in incapacitating injuries, all involving vehicles (Table 1). Crashes involving pedestrians and cyclists have been less frequent and with lower severity. This is possibly attributable to lower volumes of active transportation users caused by a lack of safe facilities in the area. Increased volumes of bicycles and pedestrians are anticipated following the planned improvements. Ensuring crossings and other potential points of conflict are built to meet or exceed industry best-practices for safety and accessibility will be critical for project success.

Table 1: RBA Project Area Total Crashes, 2011 to 2022

Crash Severity	Crash Mode			
	Pedestrian	Bicycle	Vehicle	Total
Fatality	0	0	4	4
Incapacitating Injury	0	0	42	42
No Injury	0	0	165	165
Non-Incapacitating Injury	7	4	349	360
Possible Injury	2	1	417	420
Property Damage Only	0	0	1,265	1,265
Total Crashes	9	5	2,242	2,256

Safety for auto traffic is also a challenge in the project area. Congestion at key intersections has been growing for several years. The *RBA Project* will examine the congestion issues and crashes at high-volume intersections to develop solutions to improve safety and travel time reliability that may include additional lane capacity, traffic signal optimization, or other alternatives.

According to recent traffic counts from 2021 (Figure 4), the highest volumes are being experienced near the intersections with the Broken Arrow Expressway along Aspen, Elm, and 9th Streets with approximately 19,000 – 26,000 vehicles per day. All traffic counts along Kenosha, the primary east-west arterial in the project area, had daily traffic counts averaging over 20,000 vehicles per day on the busy commercial corridor. The busy corridors make travel more challenging, especially for the most vulnerable users.



Another challenge to safety, connectivity, and mobility is caused by a Union Pacific rail line that crosses the southwest corner of the RBA Project area along Kenosha and again along Aspen. Today there are no safe pedestrian or bicycle facilities to allow for a safe, or ADA-accessible way to cross the tracks making for an unsafe and inequitable situation that this project will seek to resolve.



Figure 5: Railroad Crossing on Kenosha (Westbound) Incomplete Sidewalks



As seen in Figure 5, along Kenosha Street there are segmented and incomplete sidewalks throughout the project area, leaving limited and unsafe options for people utilizing active modes of transportation, like walking and biking.

1.1.2 RBA SAFETY BENEFITS

The *Reconnecting Broken Arrow Project* is focused on improving safety and mobility of all modes, but especially pedestrians and cyclists. The Broken Arrow Expressway presents significant challenges to community cohesion, but this project will develop a framework to plan, design, and eventually construct an enhanced network of roadway, trail, side path, sidewalk, and other improvements that will facilitate more mobility alternatives in the city.

The *RBA Project* will facilitate a multiphase planning project that will utilize current and historic trend data, best-practice traffic engineering, and multimodal planning, coupled with transparent and equitable engagement of the public and key stakeholders to identify the most appropriate transportation improvements to roadways and adjacent bicycle and pedestrian accommodations to address challenges. Safety improvements that may be investigated through this RAISE planning project may include the

Figure 6: RRFB Example, Federal Highway Administration



installation of more ADA-compliant crosswalks, High Intensity Activated crosswalk (HAWK) signals, Rectangular Rapid Flashing Beacons (RRFB), Single Point Urban Interchanges (SPUIs), Diverging Diamonds (DDIs), and other safety countermeasures that can significantly reduce crashes, reduce congestion, and improve safety. According to the Federal Highway Administration (FHWA), RRFBs can make crosswalks and/or pedestrians more visible at marked crosswalks and can reduce



pedestrian crashes by 47%¹. Another approach may involve investigating the use of DDIs, SPUIs, and roundabouts near the Highway 51 interchanges to improve safety and traffic flow. Other safety enhancements will be examined across all the corridors identified in the *RBA Project* for all modes of travel, with the overall goal of increasing safety, mobility, and connectivity in Broken Arrow.

1.2 Environmental Sustainability

The *RBA Project* will help support a modal shift for the surrounding community towards more available, more accessible, and safer means to walk, bike, and participate in other forms of active transportation. The project will also support existing and planned improvements to transit lines along Kenosha Street. This area of Broken Arrow is primarily served by Tulsa Transit’s Route 508. In 2019, this route provided nearly 8,000 trips. In aggregate, these improvements will reduce future auto-trips and assist in reducing congestion along the corridor by converting trips to active transportation modes; thereby reducing air pollution, greenhouse gases, and improving the overall air quality of the surrounding area. In addition, the trips no longer made by car will also reduce traffic congestion and improve traffic flows along these corridors, thereby providing added reductions in pollution and improvements to air quality.

Figure 7. Broken Arrow Historically Disadvantaged Communities



In addition to this, the planning team will use this opportunity to see what operational improvements can be made to existing intersections via signal updates, added turn lanes, and potential innovative interventions like roundabouts, SPUIs, and DDIs at the interchanges and at intersections where such interventions are feasible and reasonable. These safety and congestion improvements, on top of the complete streets approach, will further reduce pollution and greenhouse gases. Finally, the project will connect a Historically Disadvantaged Neighborhood with cost-effective transportation alternatives to increase access to employment, health care, and educational

opportunities (Figure 7).

The project team will also explore potential environmental impacts, indirectly related to transportation. This includes potential zoning and land use changes along the corridor that could increase density, and support livability, walkability, and future transit efficiency along the corridors by moving uses and destinations more closely together. They will also explore environmental improvements such as reductions in impervious surfaces, the addition of street trees, and

¹ Federal Highway Administration. Rectangular Rapid-Flashing Beacon. Countermeasure Tech Sheet. June 2018. https://safety.fhwa.dot.gov/ped_bike/step/docs/TechSheet_RRFB_508compliant.pdf



improvements to stormwater capacity and water quality. Effecting these changes often includes interventions like pervious pavement, reduction of future surface lots, catch basins, rain gardens, and other best management practices in green infrastructure that can help reduce the risk of flooding and improve overall water quality. As well as, interventions that provide greater stormwater absorption, like protecting and restoring wetlands and wetland functionality. Furthermore, the City of Broken Arrow has partnered with the Broken Arrow School District to incorporate educational opportunities regarding rain gardens, wetlands, and stormwater mitigation projects with the project area.

Finally, the project will assess opportunities for adding charging infrastructure and other methods of supporting a transition from gas and diesel to electric vehicles. This may include improved capacity and flexibility to the existing grid, opportunities for the installation of charging stations, and coordinating future opportunities for chargers and charging infrastructure with businesses along the project corridors and the Broken Arrow (BA) Expressway.

Figure 8. Fast DC Chargers along Albany Street in the Project Area



1.3 Quality of Life

The *RBA Project* will develop a viable plan for the improvement of multimodal transportation in central Broken Arrow that will increase transportation choice and improve quality of life by providing a vision to construct new infrastructure for driving, biking, walking, and rolling in an area of the community that has been disconnected by an urban expressway and freight rail lines.

The Project corridors support thousands of people in nearby areas that are either in poverty or below the median income for the city of Broken Arrow. The project hopes to provide key connections to targeted populations throughout Broken Arrow, as it will provide safe and reliable connections for those living in poverty or below the median income line via both the improved traffic flow and new multimodal improvements in the Aspen, Elm, 9th, and Kenosha corridors as well as new greenway trails and transit infrastructure enhancements.

The *RBA Project* will develop plans and designs for expanded multimodal travel options not available in Broken Arrow today that will lead to broadened transportation choices for residents in the area. According to the American Automobile Association (AAA), the average cost to own and operate a car in 2022 reached a new high of \$10,728 which includes fuel, maintenance, insurance, licensing, taxes, and other fees². The costs of transportation and housing can be highly burdensome, especially in Broken Arrow which is considered a Disadvantaged Area under the

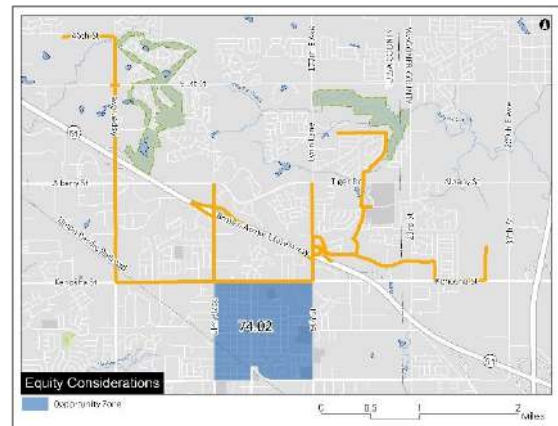
² AAA Newsroom. Annual Cost of New Car Ownership Crosses \$10K Mark. 8/11/2022. <https://newsroom.aaa.com/2022/08/annual-cost-of-new-car-ownership-crosses-10k-mark/#:~:text=According%20to%20the%20latest%20research,%249%2C666%20or%20%24805.50%20per%20month.>



Justice 40 initiative (Figure 7). The **RBA Project** will develop solutions that will provide residents with more affordable transportation options, beyond owning an automobile by providing opportunities for walking, biking, and taking transit.

The State of Oklahoma recognizes the importance of the City of Broken Arrow to the greater State and regional economy. The State has designated a portion of the project area as a qualified Opportunity Zone (Figure 9). The Opportunity Zone program is a nationwide initiative administered by the U.S. Treasury created under the 2017 Tax Cuts and Jobs Act. The program provides federal tax incentives for investment in distressed communities over the next 10 years. Areas designated as Opportunity Zones will be able to reap the benefits of capital gains to help redevelop underserved communities. The Rose District, where the opportunity zone is located, includes several small businesses such as Broken Arrow Daylight Donuts, Spokehouse Bicycles, Main Street Tavern; points of interest like Broken Arrow’s Museum, First United Methodist Church, Brown-Kimbrough Center for Arts, and library; essential services like Broken Arrow’s Nursing Home, Broken Arrow’s Chamber of Commerce, and Rhoades Elementary School; and residential areas. The **RBA Project** will develop plans for improved biking, walking, and ADA facilities along Kenosha that will provide safer and stronger connectivity to this Opportunity Zone in Broken Arrow.

Figure 9: RBA Project Area and Opportunity Zone



The corridor improvements will support increasingly efficient, safe, and reliable connections to nearby essential services and places of business. These improvements will also provide easy and reliable access to recreational locations like Tulsa-Broken Arrow’s largest Bass Pro Shop, Planet Fitness, and Broken Arrow Roller Sports which promote healthy living through outdoor recreation and fitness. Along 9th Street, the project will provide non-automotive access to locations like Sprouts Farmers Market, Best Western Kenosha Inn, The United Pentecostals of Broken Arrow, Good Shepherd Veterinary Hospital, CVS, MidFirst Bank, Bank of Oklahoma, Arvest Bank, and a multitude of restaurants and eateries. Transportation improvements will also provide more efficient access to the retail properties at Broken Arrow Hills like Target, PetSmart, Dick’s Sporting Goods, Michaels, Marshall’s, and Dollar Tree.

Figure 10: Broken Arrow Schools Kirkland Sports Complex

A primary advantage of improved traffic flow that will be an important goal of the **RBA Project**, is the ability to provide reliable and continuous connectivity to goods, services, and essential facilities for travelers. The **RBA Project** corridors provide connections to a wide array of services for





local residents, including several school facilities for the Broken Arrow school district (Figure 10), the Northeastern State University Broken Arrow campus, an urgent care clinic, a Walmart store, grocery stores, pharmacies, several companies, and recreational facilities including a recently finished Boy Scouts facility. This project will set the course for a more active, connected, and equitable Broken Arrow community.

1.4 Mobility and Community Connectivity

Challenges to Mobility and Community Connectivity

The *RBA Project* is primarily about providing more multi-modal connectivity within a large section of Broken Arrow, while improving roadway safety and operational efficiency. The Broken Arrow Expressway (Figure 11) provides fast and convenient connections to Downtown Tulsa and the Tulsa region. Travel time from a suburban community like Broken Arrow is kept low, at around 20 minutes. However, what the highway accomplishes with quick access to the rest of the metro, it inhibits in terms of community connectivity. It serves as a major barrier to active transportation options like walking and biking. The City of Broken Arrow has identified a need for safety improvements and congestion reduction strategies at the interchange locations within the project area, and moreover, a need to improve accessibility, connectivity, and safety for pedestrians and cyclists along every corridor within the project area (see Figure 1). The project aims to improve system-wide connectivity with improved access to area businesses, parks, and schools.

Figure 11: Broken Arrow Expressway



The project will investigate innovative approaches for providing safer crossings at the interchanges and along the arterials while providing more convenient and reliable connections for non-vehicular road users. Approaches may involve making pedestrians more visible to drivers, with tools like Rectangular Rapid Flashing Beacons (RRFBs), High Intensity Activated Crosswalks (HAWK), and raised crosswalks at locations where increased pedestrian traffic is expected. The project will also look at traffic calming techniques like narrowed lanes, narrowed crossings, and roundabouts where such interventions are appropriate. Both approaches help to increase safety for all road users.

These safety improvements are especially important as new technology increases in popularity and affordability. Historically uncommon modes of transportation, like electric bicycles (currently used in the Rose District, just south of the project) and scooters, electric one-wheels, and even electric, self-balancing unicycles continue to increase in public popularity and are becoming more readily available and affordable to consumers. The project is primarily focused on improving connectivity for bicyclists and pedestrians, and improving accessibility for road users with

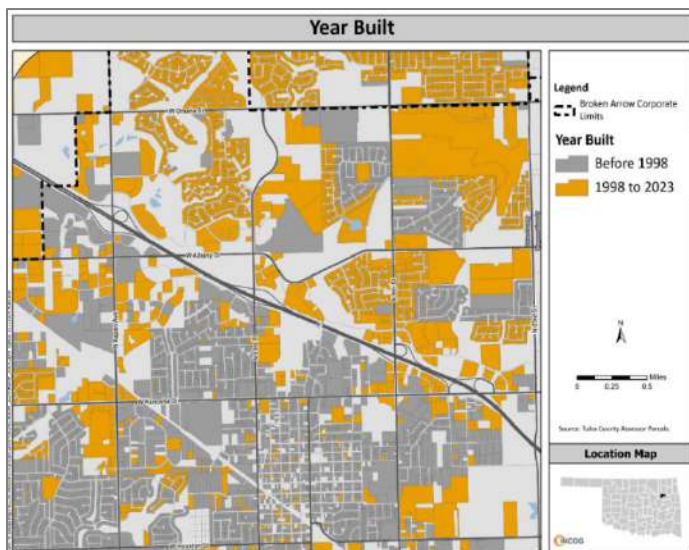


disabilities, like those in wheelchairs and those with vision impairment. However, along with the bicycle and pedestrian-focused improvements, safety and connectivity will be added for those increasingly popular, electrically assisted modes, like one-wheels and e-scooters. In total, these improvements will help increase the options for getting around the community and provide more affordable and available modal options for accessing, work, shopping, restaurants, recreation, and education opportunities in the surrounding area.

The majority of development within the project area for the last 20 years has occurred north of the BA Expressway (Figure 12). Prior to this, most development existed south of the highway and the area to the north remained more rural and less developed. This recent phase of development has added a sense of urgency and an increased need for providing more and safer multimodal options that provide for improved north-south connectivity.

The general character and style of development within the project area is auto-oriented and designed around cars. This reality has the unintended consequence of ensuring that driving remains the most convenient mode. Meanwhile, the cost of driving continues to increase as income growth remains flat, adjusted for inflation. This historic trend has been even more exacerbated by the unexpected supply chain shortages and the historically high inflation experienced nationwide over the last two years. Specifically, related to inflation within the used car market, service industries, vehicle parts, and the price of fuel.

Figure 12: Development North of BA Expressway



The community has continued to express a desire for improvements in the ease of use and safety of more active modes of transportation, like walking and biking. Related to the cost and accessibility of driving, providing more options for getting around is also a matter of equity for the surrounding communities. Being able to walk and bike places means residents are provided a more affordable and healthier option for getting around town and accessing various destinations when they leave home. The recent development north of the BA Expressway also means that potential north-south trips to stores, school, work, and recreation have increased in the project area, while mode choice has remained stagnant overall. This planning study looks to address how these unmet needs and desires for more modal options can be addressed by these projects. This planning and subsequent infrastructure project will increase connectivity for the community with new multimodal infrastructure improvements.



Improvements to Mobility and Community Connectivity

Along with providing improved options for connections north and south of the BA Expressway, the project will expand the overall multimodal network while increasing access to education, employment, shopping, retail, and recreation within and immediately surrounding the proposed improvements. This includes improved east-west multi-modal connections along Kenosha and a new trail northeast of the expressway, connecting residences with Broken Arrow High School and several businesses along the north side of the BA Expressway including a Target, Lowe's, a Cinemark movie theater, and about 15 restaurants along the corridor. The trail will also provide a spur on the east side of the project that will connect the Camino Villa Neighborhood and other residences within a census tract that is designated as a Historically Disadvantaged Community. The trail will improve multi-modal connectivity to the high school and the previously mentioned businesses, as well as connect the community to the rest of the multi-modal improvements the project will develop. The project will also include a North-South trail on Aspen from 46th Street, south to Kenosha, that will provide access to businesses along Aspen and the Union Public School Rosa Parks Elementary on the west end of the project. The East-West corridor of Kenosha also includes plans for future transit improvements, including additional and improved transit stops, providing improved accessibility and mobility throughout the region.

Figure 13: Complete Street Concept



The project will analyze which intersections and crossings will require ADA and universal design updates to meet current accessibility requirements and industry best-practices. They will also assess which intersections and crossings may require additional visibility and safety interventions such as HAWK crossing and RRFBs (these interventions are further explained in Section 1.8 Innovations). The entire project area will incorporate a 'complete streets' approach (figure 13), based on the City of Broken Arrow's Complete Street Initiative, with a shared-use path on one side and sidewalk on the other. ADA updates will be completed as needed throughout the project area. These improvements will allow residents of the surrounding community safe and efficient multi-modal options for accessing work, shopping, and play.

1.5 Economic Competitiveness and Opportunity

The *RBA Project*, with a focus on complete streets, connectivity, and improved accessibility can have a significant impact on the local economy and increase the area's economic competitiveness.



The proposed streetscape improvements and new trails are likely to attract new businesses and investment to the area, creating jobs and boosting the local economy. The project will provide a safe and accessible transportation network for residents. This is likely to improve investor confidence in the area's overall attractiveness and accessibility for customers and employees, leading to increased development and economic activity.

Secondly, such a complete street and trail project can help to increase property values and attract new residents to the area. With a focus on accessible transportation options, and improved recreation opportunities, families and individuals are more likely to consider living in the area, leading to an increased demand for housing and other real estate. This increases property values and can have a positive impact on the local economy. The project is also likely to have a positive impact on the local tourism industry by making it easier for tourists to access local entertainment, attractions, restaurants, and businesses. With a safer and more accessible transportation network, visitors are more likely to explore the area and spend money on local businesses, leading to increased economic activity. This can help to boost the local economy and promote new growth.

Finally, the project is likely to improve the quality of life for residents, which can increase the area's competitiveness in attracting and retaining residents, businesses, and investment. By providing a safe and accessible transportation network, residents have more opportunities to access jobs, schools, shopping, restaurants, entertainment, and recreation, leading to a higher quality of life and a more attractive place to live and work, which can help retain businesses and improve the competitiveness of the area.

1.6 State of Good Repair

The City of Broken Arrow takes a proactive approach to ensure the long-term state of good repair for its transportation infrastructure. This RAISE project is consistent with Broken Arrow's efforts to improve the condition of existing transportation, maintain assets in a state of good repair to minimize future costs, and improve overall resilience. The improvements that may result from the planning Project area's roads would improve existing assets that are aged and inadequate. The existing road surfaces have numerous deteriorated areas caused by the high volume of traffic on an undersized facility, causing additional premature failure of the roadways. Additionally, traffic volumes are anticipated to increase in the future, putting a higher strain on the city's limited resources and already-aging infrastructure.

Figure 14: Deteriorating Pavement in 9th Street Corridor



The *RBA Project* will plan for the replacement, reconstruction, or rehabilitation of some transportation assets that are aged, inadequate, and beyond their anticipated useful life. The first



phase planning study of the *RBA Project* will examine existing conditions, including asset condition for existing roadways, sidewalks, ADA, and other infrastructure to determine repairs needed or anticipated remaining useful life with the goal of identifying targeted improvements that will improve the state of good repair of the multimodal transportation system in Broken Arrow. This will strengthen asset management initiatives the city is developing like their Infrastructure Asset Assessment Project, currently underway.

Overall, the *RBA Project* will address the poor condition of the assets along each corridor as each exist, which pose a threat to transportation network efficiency, safety, and the mobility of goods, people and services throughout the corridor and future growth in the region. Broken Arrow has sufficiently considered the needed operations and maintenance as well as rehabilitation and replacement costs required to maintain the new corridors' enhancements into the future.

1.7 Partnership and Collaboration

The RAISE Planning Project demonstrates strong collaboration from local, regional, and national partners. The Project has support from key collaborative and invested partners, including the Indian Nations Council of Governments (INCOG), Oklahoma Department of Transportation (ODOT), City of Tulsa, Tulsa County, Wagoner County, Tulsa Transit, Broken Arrow School District, Union Public School District, and many others. Attachment 11 includes letters of support from INCOG, ODOT, and various other local entities.

Throughout the *RBA Project* the City of Broken Arrow will utilize a collaborative citizen and stakeholder driven approach in the identification of mobility challenges, opportunities for enhancement and the development of alternatives to meet the project goals. Strong partnerships with businesses, institutions, local and regional governments, elected officials, and others will be essential to the success of this project that will provide a detailed path forward to construct a network of enhanced and connected corridors for all modes in Broken Arrow and reconnect the city across the Broken Arrow Expressway.

This project supports and is in alignment with multiple past local planning and funding initiatives that call for the improvement of safe, multimodal transportation options in this area of Broken Arrow. These include:

Build Our Future Initiative: On August 28, 2018, Broken Arrow voters approved the largest municipal bond package in the history of the city. The complete package, “**Build Our Future BA GO Bond**”, totaled approximately \$210 million over six propositions. Proposition 1: Transportation includes a multitude of capital improvement projects, including 9th Street Corridor that is a portion of the *RBA Project*.

Broken Arrow Comprehensive Plan: The City of Broken Arrow has recognized the importance of economic growth and multimodal improvement along its major arterial corridors. Nearly all of the



corridors in the *RBA Project* Area are defined in the comprehensive plan as critical ‘Gateway Corridors’ and along Kenosha, an enhanced transit corridor. One of the key mobility goals of the plan calls for the “coordination of pedestrian, bicycle, and automobile infrastructure to facilitate efficient and safe movements and connections between modes.”

INCOG Go Plan – Tulsa Regional Bicycle and Pedestrian Master Plan: The GO Plan is a Bicycle/Pedestrian Master Plan which provides a comprehensive regional plan for pedestrian and bicycle improvements; provides connectivity to the existing regional trail network using on-street treatments; improves pedestrian and bicycle safety; provides a more strategic approach to competing for pedestrian and bicycle funding; and identifies barriers, with solutions, for residents to safely access destinations using walking or bicycling modes within the Tulsa region³. The Go Plan has 6 goals that the *RBA Project* will support:

- **Goal 1:** Implement and maintain a connected network of walking and bicycling facilities focusing on linking destinations to neighborhoods.
- **Goal 2:** Improve safety and security for all users of the transportation system by applying strategies that reduce fatal and injury crash rates in the Tulsa metropolitan area.
- **Goal 3:** Establish or increase local bicycle and pedestrian mode share goals across the Tulsa metropolitan area.
- **Goal 4:** Develop implementation of public education campaigns and programs that include targeted efforts for law enforcement, students, traditionally underserved populations and other key stakeholders.
- **Goal 5:** Position Tulsa and the surrounding areas as officially recognized Walk and Bicycle Friendly Communities by engaging or continuing efforts to achieve status with the national certification programs applicable to walk and bicycle friendliness.
- **Goal 6:** Pursue funding toward bicycle and pedestrian infrastructure⁴.

This important RAISE Planning Project will support and advance the visions, goals, and recommendations from multiple planning sources from Broken Arrow and the broader Tulsa metro region to help create a more safe, vibrant, and connected community.

1.8 Innovation

1.8.1 INNOVATIVE TECHNOLOGIES

The *RBA Project* will investigate innovative technologies and design solutions to improve safety and equitable multimodal transportation in the city. One of the technologies that will be examined are High-intensity Activated Crosswalk (HAWK) - pedestrian hybrid beacon (Figure 15). A **HAWK Signal** is a roadway treatment designed to address pedestrian safety along roadways with high-

³ INCOG. Bicycle/Pedestrian Regional Master Plan. https://www.incog.org/Transportation/transportation_bikeped.html

⁴ INCOG. The Tulsa Regional Bicycle and Pedestrian Master Plan. November 8, 2015. P. 12.

https://www.incog.org/Transportation/Documents/GO%20PLAN%20FINAL%20DOCUMENTS/GO_Plan_Chapters1-5_Final.pdf



speed or wide-crossing conditions. At a HAWK crossing, drivers receive multiple cues to emphasize the potential presence of a pedestrian, including the unique configuration of the HAWK beacon (two red lenses over a single yellow lens), high-visibility crosswalk markings (ladder-style markings as opposed to only two transverse white lines), a stop bar approximately 50-feet from the crosswalk, an 8-inch solid lane line between through travel lanes, and signs that can be illuminated and read "CROSSWALK." When activated, the HAWK crossing uses a red indication to inform drivers to stop, thereby creating a safe area for pedestrians to cross the major roadway.

Figure 15: Example of a HAWK Signal



Another technological intervention the planning team will explore is the potential installation of Rectangular Rapid Flashing Beacons or RRFBs. RRFBs are a type of pedestrian crossing signal that is designed to improve pedestrian safety by making the presence of pedestrians more obvious and visible to drivers. They are typically used at crossings that either currently have high levels of pedestrian traffic, or areas that are anticipated to have high levels of pedestrian traffic upon the completion of improvements. These are often accompanied by median islands or refuge islands that work to split up the crossing and to make the crossing more visible. They provide the added benefit of traffic calming by narrowing or pinching the roadway at the point of the crossing, encouraging greater attention and focus from drivers. Locations like the trail crossing planned to go just north of Broken Arrow High School, are often ideal places for interventions like RRFBs and median islands. Interventions like RRFBs and HAWK signals have been shown to reduce pedestrian crashes by 69% and total crashes by 29% and see as high as 90% compliance rates, according to a [2010 FHWA Study](#).

RRFBs are typically mounted above or below pedestrian crossing signs and flash rapidly in a yellow or amber color to alert drivers of pedestrians in the crosswalk. These signals have been shown in studies to increase driver-yielding behavior. The rapid flashing lights and distinctive shape of RRFBs are designed to catch the attention of drivers, even from a distance, and to clearly indicate the presence of pedestrians within the crosswalk. RRFBs can be installed at a lower cost than traditional pedestrian signals and can be activated by pedestrians using a push button. This not only improves safety by alerting drivers to the presence of pedestrians but also empowers pedestrians by allowing them to activate the signal when they are ready to cross the street. They are an effective solution to improve pedestrian safety at crosswalks by making the crossing process more visible and intuitive for both pedestrians and drivers.

The project will also explore the use of Intelligent Transportation Systems (ITS), and more specifically smart traffic signals. Smart signals use sensors and real-time data to adjust the timing of the lights and can be programmed to give priority to pedestrians and cyclists, reducing wait times. This means walking and biking becomes more convenient and is therefore more likely to be



utilized. This technology can also communicate with other devices, such as smartphones, to give people walking and biking information about upcoming green lights and the time remaining for crossing. By optimizing the timing of traffic signals for people walking and biking, smart signals can make streets safer and more inviting for active transportation. These kinds of signals can also be used to provide signal priority for buses along Kenosha within the project area.

1.8.2 INNOVATIVE PROJECT DELIVERY

The *RBA Project* will assess potential innovative project delivery methods that may streamline the local planning processes and coordination between local and state partners and federal agencies. The project will consolidate environmental approvals by starting communication with state and federal agencies (pertinent to the NEPA process) very early in the planning process so that affected agencies have a chance to offer input and feedback on any potential resource impacts early on in project development. Early coordination can be critical for preventing future delays in the NEPA approval process. The project will utilize the planning phase of the project to define a ‘likely preferred alternative’ and to identify key resources likely to be impacted by the project early in the planning process. Early identification of resource impacts will streamline the NEPA investigation phase and provide efficient paths forward for clearing NEPA. The project will coordinate with design partners like Oklahoma Department of Transportation (ODOT), who will review and approve design proposals related to the interchanges along the Broken Arrow Expressway, and partner with the city in maintaining portions throughout the life of the project. Similarly, this will help eliminate costly design changes further into the project development process.

The City of Broken Arrow will assess the future project as a possible candidate for Design-Build. This project delivery method can help save time and expense by allowing coordination between the designer and construction contractor throughout the final project design process. This helps eliminate costly miscommunication between designer and contractor, allows the project team to develop the most efficient construction schedule based on materials, methods, and traffic control, and helps prevent change orders and delays.

2. BENEFIT COST ANALYSIS

The *RBA Project* will be a low-risk and cost-effective planning and design project which will provide details needed to implement a transformative and equitable multimodal project in the heart of Broken Arrow that has been divided by an urban freeway. As this is a RAISE Planning project, a benefit cost analysis is not required. As one of the concluding scope elements to this project, a United States Department of Transportation (USDOT) compliant benefit cost analysis will be conducted for the recommended program of improvement alternatives that emerges from the community-supported planning and design process. The results from the BCA at the conclusion of the *RBA Project* will be utilized to position the City of Broken Arrow to apply for RAISE capital funding in future years when the project is ready to rapidly advance toward construction.



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2023 RAISE Grant Application

Reconnecting Broken Arrow: PLANNING FOR MULTIMODAL IMPROVEMENTS





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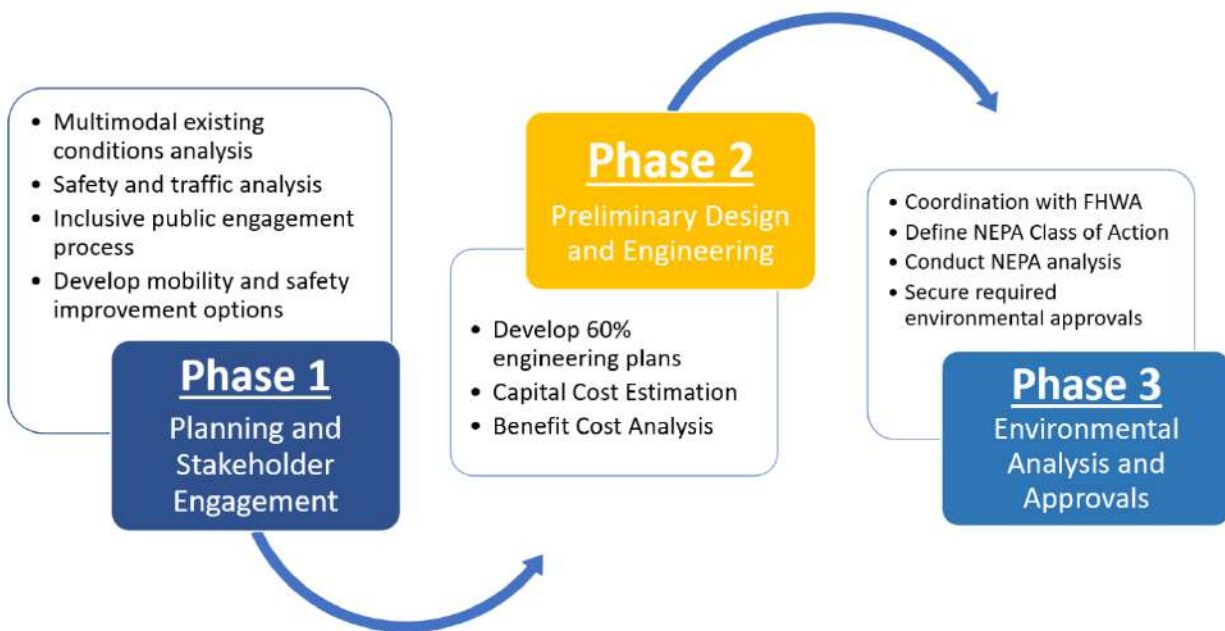
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1. PROJECT BUDGET

The *Reconnecting Broken Arrow (RBA) Project* is ready to obligate RAISE planning funds rapidly following project selection. As outlined in Figure 1 the *RBA Project* will be comprised of three phases of refining analysis and design that will lead to a well-defined, community-supported, and low-risk multimodal improvement project.

Figure 1: Reconnecting Broken Arrow Project Phased Work Plan



1.1 Sources and Uses of Funds

As outlined in Figure 1, the *RBA Project* will be developed through three phases. The detailed project budget by source of funding and use is presented in Table 1. Total RAISE funds requested for the *RBA Project* are \$5.84 million, 80% of the project's total cost. The City of Broken Arrow will invest \$1.46 million local funding, or 20% of the project's total, in this critically important multimodal project that will greatly improve safety, enhance access across an urban freeway that divides the city, and will expand equitable mobility alternatives for the residents of the city.



Table 1: RBA Project Budget Summary by Source and Use, Future Eligible Costs

FUNDING SOURCE	PHASE 1:	PHASE 2:	PHASE 3:	TOTAL FUNDING
	PLANNING, TRAFFIC ENGINEERING AND PUBLIC ENGAGEMENT	ENGINEERING, COST ESTIMATION, BENEFIT COST	NEPA AND PUBLIC ENGAGEMENT	
RAISE Funds	\$280,000	\$5,360,000	\$200,000	\$5,840,000
Other Federal Funds	\$0	\$0	\$0	\$0
Non-Federal Funds	\$70,000	\$1,340,000	\$50,000	\$1,460,000
Total	\$350,000	\$6,700,000	\$250,000	\$7,300,000

The City of Broken Arrow will initiate the project at the end of 2023 for Phase 1 to develop the multimodal plans, traffic and safety analysis, and conduct the public engagement needed to arrive at the preferred alternatives for the project. Phase 2 would begin in mid-2024 and would entail engineering design up to 60% designs along with refined construction cost estimation and a benefit-cost analysis. The final Phase of the **RBA Project** would begin in mid-2025 and would be the NEPA process to attain all needed environmental approvals needed to advance the project toward construction. The project would conclude at the end of 2026. The project’s expenditures by year and by phase are presented in Table 2.

Table 2: Expenditures by Fiscal Year

	FY23	FY24	FY25	FY26	TOTAL
Phase 1: Planning Traffic Engineering, and Public Engagement	\$70,000	\$280,000	\$0	\$0	\$350,000
Phase 2: Engineering, Cost Estimation, Benefit Cost	\$0	\$2,234,000	\$4,466,000	\$0	\$6,700,000
Phase 3: NEPA and Public Engagement	\$0	\$0	\$83,400	\$166,600	\$250,000
Total	\$70,000	\$2,514,000	\$4,549,400	\$166,600	\$7,300,000



1.2 Match Funding Commitments

The City of Broken Arrow will utilize \$1.46 million in local funding to support the 20% local match of the *RBA Project*. Local matching funds will come from General Obligation (GO) Bonds that were approved by the citizens of Broken Arrow in 2018 to support projects across the city that would improve transportation, safety, and other critical infrastructure. The City’s commitment to these matching funds can be located in the Funding Commitment Documentation file. The City certifies that matching funds are available for the *RBA Project*.

1.3 Funding per Census Tract

Project cost allocation for the RBA Project is spread across four urban census tracts in the greater Tulsa urbanized area. The breakout of project investment amongst these tracts is presented in Table 3.

Table 3: Costs per Census Tracts

CENSUS TRACT(S)	PROJECT COSTS PER CENSUS TRACT
40143007414 (Urban)	\$2,095,694
40143009003 (Urban)	\$2,235,407
40143007407 (Urban)	\$2,794,258
40145030507 (Urban)	\$174,641
Total Project Cost	\$7,300,000



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Reconnecting Broken Arrow: PLANNING FOR MULTIMODAL IMPROVEMENTS





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 1.1 Detailed Project Schedule 1

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1. PROJECT READINESS

1.1 Detailed Project Schedule

The **Reconnecting Broken Arrow (RBA) Project** (RBA Project) is ready to obligate RAISE planning funds rapidly following project selection. The City of Broken Arrow would initiate the project at the end of 2023 for Phase 1 to develop the multimodal plans, traffic and safety analysis, and conduct the public engagement needed to arrive at the preferred alternatives for the project. Phase 2 would begin in mid-2024 and would entail engineering design up to 60% plans along with refined construction cost estimation and a benefit-cost analysis. The final Phase of the **RBA Project** would begin in mid-2025 and would be the NEPA process to attain all needed environmental approvals needed to advance the project toward construction. The project would conclude at the end of 2026. The project schedule is outlined in Table 1.

Table 1: Reconnecting Broken Arrow RAISE Project Schedule

RAISE Project Phases	2023		2024				2025				2026			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
RAISE Grant Obligation														
Phase 1 - Planning, Traffic, Public Engagement														
Phase 2 - Engineering, Cost Est, BCA, Engagement														
Phase 3 - NEPA and Engagement														
Project Closeout														

1.2 Technical Capacity

The **RBA Project** is a multiphase planning and engineering project that will establish a vision and path toward a more safe and integrated community from the eventual construction of multimodal improvements along some of the city’s most high-traffic volume corridors. The RAISE planning project is a low-risk and high-positive impact project that is ready to quickly obligate funds and move into project initiation.

1.2.1 EXPERIENCE WORKING ON SIMILAR SCOPE AND RESOURCES

The City of Broken Arrow has extensive experience with Federal funds, managing federally funded projects, completing projects with similar scope, and has the staff resources with the needed technical knowledge to deliver the project. The City of Broken Arrow also partners closely with the Oklahoma Department of Transportation for federally funded projects.

1.2.2 FEDERAL REQUIREMENTS

The City of Broken Arrow confirms that the Project will comply with all applicable Federal requirements, including Buy America provisions, ADA regulations, Civil Rights requirements,



Federal Motor Vehicle Safety Standards (FMVSS), and the Federal Motor Carrier Safety Regulations (FMCSR).

1.2.3 EXPERIENCE WORKING WITH FEDERAL AGENCIES

The City of Broken Arrow has significant experience working with federal agencies, specifically FHWA on project scoping, development, and implementation. The table below specifically calls out the grant-funded projects over the past several years with significant FHWA coordination.

1.2.4 CIVIL RIGHTS COMPLIANCE

The City of Broken Arrow values each individual's civil rights and wishes to provide equal opportunity and equitable service for the citizens of this state. Broken Arrow supports the equitable and fair involvement in procurement of projects and will continue that commitment to the inclusion of disadvantaged businesses for this project. Broken Arrow will coordinate with ODOT to establish a Disadvantaged Business Enterprise participation goal that aligns with ODOT's recent statewide goals.

1.2.5 PREVIOUS USDOT DISCRETIONARY GRANT EXPERIENCE

The City of Broken Arrow has significant, recent experience with managing discretionary grants for similar projects. The following table shows the discretionary grants awarded in recent years and their current status.

GRANT PROGRAM / YEAR	PROJECT / AWARD AMOUNT	CURRENT STATUS
STP/CRRSAA 2017/2021	Albany Street: 9th Street to 23rd Street \$3.75M	Construction to start 3/6/23; Finish 3/4/24
STP 2019	193 rd East Avenue Bridge \$3.0 M	Construction to start 7/23 and be complete by 1/25
STP 2016	Olive Avenue: Kenosha Street to Albany Street \$3.93 M	In Final Design, nearing completion. ROW being acquired and Utility coordination.
TAP 2017	Main Street Bicycle Facilities \$0.3 M	Complete



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2023 RAISE Grant Application

Reconnecting Broken Arrow: PLANNING FOR MULTIMODAL IMPROVEMENTS

Funding Commitment Documentation





February 27, 2023

The Honorable Pete Buttigieg
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Funding Application – Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

On behalf of the City of Broken Arrow, I am writing to offer my steadfast support for the City's application for the 2023 U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. The application is requesting \$5.84 million of support for the Reconnecting Broken Arrow: Planning for Multimodal Improvements (RBA) Project. The Project consists of planning and preconstruction activities for improvements to the Aspen Avenue, Elm Place, 9th Street, and Kenosha Street corridors all of which are vital to the growth of our City.

The improvements will include multimodal connections along heavily traveled corridors to provide all users safe and accessible connectivity to important resources. Also included in the Project are improvements to roadway and state highway interchanges which will address both safety concerns and traffic congestion. This critical planning project will provide the following benefits to our fast-growing City:

- Increased safety, connectivity and mobility for our most vulnerable citizens;
- Decreased traffic congestion;
- Reduced air pollution and greenhouse gas emissions;
- Improved air quality;
- Improved multimodal access across the barrier created by the Broken Arrow Expressway;
- Equitable access to resources (i.e.: education; healthcare, employment, shopping, recreation, etc.)

When implemented, these improvements will not only work together to provide multimodal access across our City but specifically will address connectivity to a historically disadvantaged part of Broken Arrow which is currently separated by the Broken Arrow Expressway that currently divides north Broken Arrow from South Broken Arrow.

The City is committed to investigating innovative and sustainable design concepts across all aspects of this project as well as partnering with outside entities to deliver a successful, community supported, low risk project. With that in mind, City matching funds are currently available and, upon award of this grant opportunity, the City's governing body will take action for possible approval of said funding to support the project. Award of this grant would provide the City an opportunity to deliver a quality project which benefits all citizens of our community and region.

In conclusion, the City of Broken Arrow fully supports the 2023 RAISE grant application to fund the RBA Planning Project. Thank you for your consideration of the application and should you have any questions regarding this letter of support, please do not hesitate to contact Ethan Edwards, Director of Engineering & Construction, at 918-259-7000, ext. 5380.

Sincerely,

Michael Spurgeon
City Manager



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2023 RAISE Grant Application

Reconnecting Broken Arrow: PLANNING FOR MULTIMODAL IMPROVEMENTS

Letters of Support





February 2, 2023

The Honorable Pete Buttigieg
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for the Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg,

On behalf of the City of Broken Arrow City Council, I am writing to offer our strong support for the City's application for the 2023 U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. The application is for approximately \$5 million to support the Reconnecting Broken Arrow: Planning for Multimodal Improvements. We believe the Project will greatly improve both pedestrian and vehicular traffic flow in the area and provide access across the physical barrier (State Highway 51) separating our community. This RAISE Grant request will fund preconstruction activities for improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. This will allow lower income residents better access to schools, goods, services, recreational areas, and local places of employment. In addition to mitigating congestion and traffic accidents, the Project will increase overall safety of the corridor by constructing an area of separation between vehicles and pedestrians.

We believe that this is a critical infrastructure project for our community and enthusiastically support it.

Respectfully,
CITY OF BROKEN ARROW

Debra Wimpee
Mayor



G.T. Bynum
OFFICE OF THE MAYOR

February 7, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application –
Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal
Improvements

Dear Secretary Buttigieg:

On behalf of the City of Tulsa, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will also improve pedestrian accessibility to Rosa Parks Elementary School in Tulsa to 145th E. Ave., widen and improve 145th E. Ave. from 46th St. S. to 51st St. S., and improve the intersection at 51st St. S. and 145th E. Ave. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across the State highway physical barrier (North to South),
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.



G.T. Bynum
OFFICE OF THE MAYOR

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact me at 918-596-7411.

Best regards,

A handwritten signature in green ink, appearing to be 'G.T. Bynum', written in a cursive style.

G.T. Bynum
Mayor
City of Tulsa

February 8, 2023

The Honorable Pete Buttigieg
Office of the Secretary
U.S. Dept. of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. DOT 2023 RAISE Grant Funding Application – Letter of Support for the City of Broken Arrow

Dear Secretary Buttigieg:

On behalf of the Oklahoma Department of Transportation (ODOT), I am writing to offer our support for the City of Broken Arrow's application for the FY 2023 RAISE Grant Program for the **Connecting our Community Project Through Multimodal Access & Arterial Corridor Enhancements**. The request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities and economic centers. Million to support the 9th Street Corridor Safety Improvement Project (the Project). This project will have significant benefits to the following:

- Multimodal mobility of local and regional travelers
- Safety of pedestrians and bikers
- Connectivity of a historically disadvantaged community to opportunities
- Access to quality-of-life amenities throughout the city
- Traffic congestion relief along highly traveled arterials

The Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical city corridors, bridge replacement and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this request. Broken Arrow is one of the regions' busiest and fastest growing cities and this investment is necessary to ensure the safety, connectivity and expanded capacity for future expected growth. Over the years, ODOT and the City of Broken Arrow have successfully partnered on various infrastructure enhancement projects. We are committed to partnering once again with the City of Broken Arrow to bring this project to completion, benefiting the communities surrounding these corridors.

Thank you for your consideration of this application.

Sincerely,



Tim J. Gatz
Executive Director

2-13-2023

The Honorable Pete Buttigieg
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Funding Application – Letter of Support for the City of Broken Arrow Connecting Our Community Project Through Multimodal Access & Arterial Corridor Enhancements

Dear Secretary Buttigieg:

On behalf of the Oklahoma Department of Transportation (ODOT), I am writing to offer my support for the City of Broken Arrow's application for the 2023 U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. The application is to assist in funding for preconstruction activities for several improvements within the City.

This project will further many local, state and federal goals with the improvement of capacity, sight distance, access control and pedestrian safety within each corridor. The corridor includes the interchange with SH-51/Broken Arrow Expressway and 9th Street and Elm Place. The two interchanges with a major freeway have capacity, safety and mobility issues that this grant would assist in alleviating.

The Department fully supports the City of Broken Arrow's 2023 RAISE grant application to fund the Corridor Safety Improvement Project. Thank you for your consideration of the application. Should you have any questions regarding this letter of support, please do not hesitate to contact me at 918-838-9933.

Respectfully,



Randle White, P.E.
District Engineer
ODOT District VIII



February 8, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

On behalf of the Indian Nations Council of Governments (INCOG), the Metropolitan Planning Organization for the Tulsa Region, I am writing to offer our strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across a state highway physical barrier (Oklahoma Highway - 51),
- access to quality-of-life amenities throughout the city, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use-paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment in this regionally significant project is necessary to ensure the safety, connectivity, and capacity for future expected growth.

In conclusion, INCOG, fully supports the City of Broken Arrow's 2023 RAISE grant application to fund the planning and design of these critical investments. Should you have any questions regarding this letter of support, please do not hesitate to contact me at rbrierre@incog.org.

Sincerely,
A handwritten signature in black ink that reads "Rich Brierre". The signature is fluid and cursive, written over the word "Sincerely,".

Rich Brierre
Executive Director

2/9/2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

On behalf of the Metropolitan Tulsa Transit Authority, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across the State highway physical barrier (North to South),
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact me at Cphillips@tulsatransit.org.

Sincerely,


Chase Phillips
Director of Grants and Procurement- MTTA



KI BOIS Area Transit System

Division of KI BOIS Community Action Foundation

February 9, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application - Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

On behalf of the City of Tulsa, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across the State highway physical barrier (North to South),
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact me at 800-289-7228.

Sincerely,

A handwritten signature in black ink that reads "Charla Sloan".

Charla Sloan
Transit Director



Union Public Schools

Independent District #9

Kirt Hartzler, Ed.D.

Superintendent

February 21, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of Union Public Schools, I am writing to offer my support for the City of Broken Arrow's application for the FY23 RAISE grant program for the Multimodal Access and Arterial Corridor Enhancement Project. This RAISE planning request will fund all preconstruction activities for several improvements through the City of Broken Arrow including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- Multimodal mobility of local and regional travelers,
- Safety of pedestrians and bikers,
- Connectivity of a historically disadvantaged community to opportunities,
- Access to quality-of-life amenities through the City, and
- Traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramps reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact me at Hartzler.kirt@unionps.org.

Sincerely,

Kirt Hartzler, Ed.D.
Superintendent

United States Senate

WASHINGTON, DC 20510

February 14, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I write in support of the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. If awarded, RAISE will use these funds towards preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections, local schools, recreational facilities, and economic centers.

The City of Broken Arrow is one of the region's busiest and fastest-growing cities. This investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth. Specifically, the project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening along critical city corridors, bridge replacement, and highway ramp reconfigurations. These improvements will significantly benefit the safety and well-being of pedestrians, bikers, and travelers throughout the city.

I fully support projects that invest in infrastructure improvements across rural Oklahoma. If you have any questions, please feel free to reach out to our Oklahoma City office at 405-246-0025. Thank you for your thoughtful consideration.

Sincerely,



Markwayne Mullin
United States Senator

Congress of the United States
House of Representatives
Washington, DC 20515-3601

February 14, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

I am writing to request full and fair consideration for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. The City of Broken Arrow has indicated that the RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across the State highway physical barrier (North to South),
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

The Project is intended to fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is beneficial in ensuring the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it is meant to fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I thank you for your consideration for this FY23 RAISE application. Should you have any questions regarding this request, please contact me at (918) 935-3222.

Sincerely,



Kevin Hern

Member of Congress

Oklahoma State Senate

Senator John Haste
District 36

State Capitol Room 428
2300 North Lincoln Blvd.
Oklahoma City, OK 73105

Office 405.521.5602
john.haste@oksenate.gov



Chair
Aeronautics & Transportation
Appropriations Subcommittee on
General Government & Transportation
Vice Chair
Health & Human Services

February 6, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

On behalf of the City of Tulsa, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across the State highway physical barrier (North to South),
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact me at 405-521-5602.

Sincerely,

A handwritten signature in black ink that reads "John Haste".

Senator John Haste

Senator Joe Newhouse
State Capitol Room 238
2300 N. Lincoln Blvd.
Oklahoma City, OK 73105

Office 405.521.5675

joe.newhouse@oksenate.gov



Oklahoma State Senate
State of Oklahoma

Senate District 25
Tulsa County

Vice Chair
Appropriations Subcommittee
OMES/ARPA oversight

Committee Assignments
Business and Commerce
Aeronautics and Transportation
Energy and Telecommunications
Appropriations

February 16, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

On behalf of the City of Tulsa, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers.

The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across the State highway physical barrier (North to South),
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact me at 405-521-5675.

Sincerely,

Senator Joe Newhouse

ROSS FORD

State Representative
District 76

Proudly Serving:
The Cities of Tulsa and
Broken Arrow



HOUSE of REPRESENTATIVES

State of Oklahoma

COMMITTEES

Chairman
A&B Public Safety

Member
Appropriations & Budget
Banking, Financial Services and
Pensions
Utilities

February 13, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for Reconnect Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg;

As a State Representative over the area, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening, and improvement along several critical CITY corridors, bridge replacements and highway ramp reconfigurations. The City of Broken Arrow is one of the region's busiest and fastest growing cities and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the request investment in the Project as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support his FY23 RAISE application and thank you for your consideration. Should you have any questions please feel free to contact me

Sincerely,

Ross Ford
District 76

2300 N. Lincoln Blvd., Oklahoma City, OK 73105-4805

Office: (405) 557-7347 Cell: (918) 381-4777

Ross.Ford@okhouse.gov

Kevin McDugle
House District 12

State Capitol Room 242.1
2300 N. Lincoln Blvd.
Oklahoma City, OK 73105
Office 405-557-7388
kevin.mcdugle@okhouse.gov



Committees:

*Business & Commerce Chair

*Appropriations & Budget

Subcommittee on Finance

*Alcohol, Tobacco & Controlled

Substances

*Rules

House of Representatives
State of Oklahoma

February 10, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, Se
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

On behalf of the city of Tulsa, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several Improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The project will have significant benefits to the:

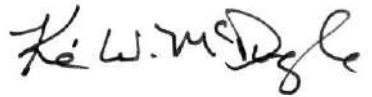
- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across the State highway physical barrier (North to South),
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties

surrounding Broken Arrow and the region. I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact my office at the number listed above.

Sincerely,

A handwritten signature in black ink that reads "Kevin McDugle". The letters are cursive and somewhat stylized, with the first name and last name clearly legible.

Kevin McDugle



Board of County Commissioners

Tulsa County HQ
218 W. 6th St.
Tulsa, OK 74119-1004
P: 918.596.5020
F: 918.596.8500

STAN SALLEE
COUNTY COMMISSIONER
CHAIRMAN
DISTRICT #1

February 9, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: US Department of Transportation's 2023 RAISE Grant Funding Application –
Letter of Support for the City of Broken Arrow Connecting Our Community
Project Through Multimodal Access & Arterial Corridor Enhancements

Dear Secretary Buttigieg:

On behalf of the Tulsa County Commissioners, I am writing to offer my strong support for the City of Broken Arrow's application for thFY13 RAISE grant program for the Multimodal Access & Arterial Corridor Enhancement Project. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- Multimodal mobility of local and regional travelers,
- Safety of pedestrians and bikers
- Connectivity of a historically disadvantaged community to opportunities
- Access to quality-of-life amenities throughout the City, and
- Traffic congestion relief along highly traveled arterials

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacements, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support this FY23 Raise application and thank you for your consideration. Should you have any questions regarding this support, please contact me at 918-596-5020.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stan Sallee', written in a cursive style.

Stan Sallee

Tulsa County Commissioner

The Office of James Hanning Wagoner County Commissioner



February 7, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

On behalf of the City of Tulsa, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across the State highway physical barrier (North to South),
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact me at 918-357-1927.

Sincerely,

James Hanning
Wagoner County Commissioner,



NORTHEASTERN STATE UNIVERSITY
OFFICE *of the* PRESIDENT

February 8, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

On behalf of Northeastern State University, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities,
- connecting our community across the State highway physical barrier (North to South),
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, and roadway improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact me at 918-444-2000 or turner@nsuok.edu.

Sincerely,

Steve Turner, Ph.D.
President

601 NORTH GRAND AVENUE TAHLEQUAH, OKLAHOMA 74464-2399, USA
Phone 918.444.2000 • Fax 918.458.2015 • turner@nsuok.edu • www.nsuok.edu

February 7, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application - Letter of Support for Reconnecting Broken Arrow: Planning for Multimodal Improvements

Dear Secretary Buttigieg:

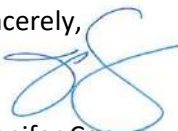
On behalf of the Broken Arrow Chamber of Commerce, I am writing to offer my strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for Reconnecting Broken Arrow: Planning for Multimodal Improvements. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and bikers,
- connectivity of a historically disadvantaged community to opportunities, connecting our community across the State highway physical barrier (North to South), access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

I appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. I fully support this FY23 RAISE application and thank you for your consideration. Should you have any questions regarding this support, please contact me at Jennifer.Conway@bachamber.com.

Sincerely,



Jennifer Conway

President & CEO

Tulsa Bicycle Club
1642 East 45th Street
Tulsa, OK 74105-4118

Come Ride With Us!



February 7, 2023

The Honorable Pete Buttigieg, Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: U.S. Department of Transportation's 2023 RAISE Grant Funding Application – Letter of Support for the City of Broken Arrow Connecting Our Community Project Through Multimodal Access & Arterial Corridor Enhancements

Dear Secretary Buttigieg:

On behalf of the Tulsa Bicycle Club, I am writing to offer our strong support for the City of Broken Arrow's application for the FY23 RAISE grant program for the Multimodal Access & Arterial Corridor Enhancement Project. This RAISE planning request will fund all preconstruction activities for several improvements throughout the City of Broken Arrow, including significant bike and pedestrian connections to a historically disadvantaged community, local schools, recreational facilities, and economic centers. The Project will have significant benefits to the:

- multimodal mobility of local and regional travelers,
- safety of pedestrians and cyclists,
- connectivity of a historically disadvantaged community to opportunities,
- access to quality-of-life amenities throughout the City, and
- traffic congestion relief along highly traveled arterials.

Specifically, the Project will fund planning and design for several multi-use paths, ADA sidewalks, roadway widening and improvements along several critical City corridors, bridge replacement, and highway ramp reconfigurations. The City of Broken Arrow is committed to these improvements and has funds to match this federal request. The City of Broken Arrow is one of the region's busiest and fastest growing cities, and this investment is necessary to ensure the safety, connectivity, and expanded capacity for future expected growth.

We appreciate the USDOT's consideration of the requested investment in the Project, as it will fund the planning and design of these critical investments, with significance for the counties surrounding Broken Arrow and the region. These projects will improve the cycling infrastructure for our club members living in Broken Arrow and throughout the area. We fully support this FY23 RAISE application and thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads 'H. W. Mark'. The signature is stylized and fluid.

H. W. Mark



BROKEN ARROW

Where opportunity lives



2023 RAISE Grant Application

Reconnecting Broken Arrow: PLANNING FOR MULTIMODAL IMPROVEMENTS






Additional Technical Documents

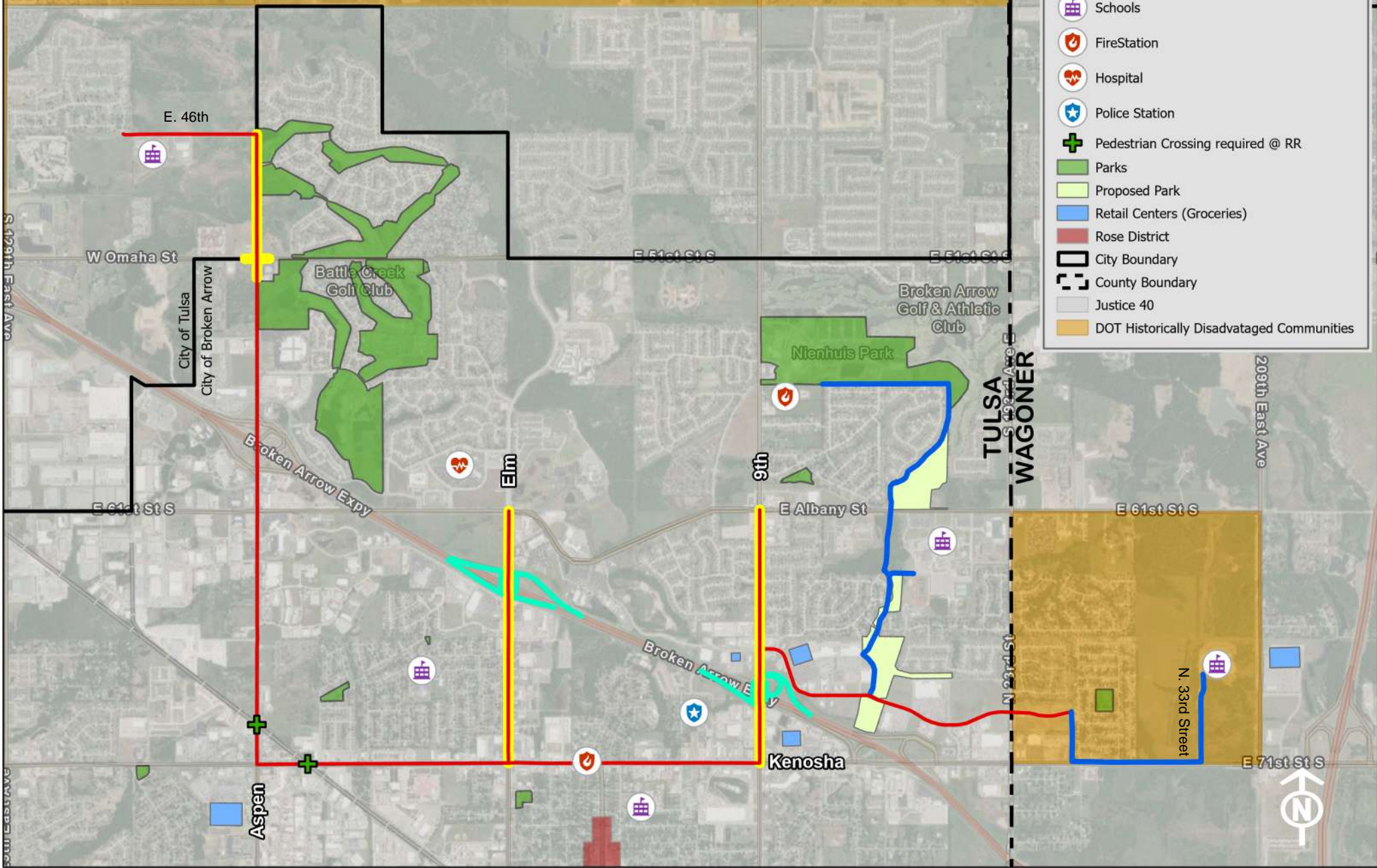


Reconnecting Broken Arrow: Planning for Multimodal Improvements

Sidewalk and Trail Improvements, New Trail, Street and Intersection Improvements

Legend

- Sidewalk and Sidepath
- Multiuse Trail
- Roadway Improvements
- Ramp Work
- Bridge Work
-  Schools
-  Fire Station
-  Hospital
-  Police Station
-  Pedestrian Crossing required @ RR
- Parks
- Proposed Park
- Retail Centers (Groceries)
- Rose District
- City Boundary
- County Boundary
- Justice 40
- DOT Historically Disadvantaged Communities





MEMO

TO: Sean Partain
FROM: Ross Daniels
SUBJECT: EJ Screening Summary: Broken Arrow
DATE: February 14, 2023

INTRODUCTION AND METHODOLOGY

Executive Order (EO) 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations,” is the current US environmental justice requirement, issued in 1994.^{1 2} EO 12898’s purpose is to focus federal attention on the environmental and human health effects of federal actions on “minority and low income populations (“minority” populations are hereafter referred to as “people of color”).

EJSCREEN is an environmental and demographics data tool developed by and for the US Environmental Protection Agency to assist in identifying places that may benefit from more in-depth environmental justice reviews, studies, or outreach. EJSCREEN is now used across governments, other entities, and the public. Not all governments require its use for environmental justice work, but it is used commonly across the United States. For this reason, EJSCREEN was used for this environmental justice screening. As a disclaimer,³ the EJSCREEN data is a commonly used screening tool, but does not determine the complete extent or absence of environmental justice concerns, does not include all potential factors relating to environmental justice, and is limited by the base data’s age, extent, and availability, notably for smaller populations.

To screen the project area for EJ populations, six EPA EJSCREEN demographic indicators⁴ were provided, as defined below:

- Percent Low-Income: The percent of a block group's population in households where the household income is less than or equal to twice the federal poverty level.
- Percent People of Color: The percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. This includes people other than non-Hispanic white-alone individuals. The word "alone" in this case indicates that the person is of a single race, not multiracial.

¹ 59 FR 7629; Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations. February 16, 1994.

² EO 12898 is expected to be revised under the current Biden administration to expand and strengthen the federal EJ directives.

³ US Environmental Protection Agency. “Purposes and Uses of EJ Screen.” Accessed May 2021. <https://www.epa.gov/ejscreen/purposes-and-uses-ejscreen>

⁴ US Environmental Protection Agency. “Overview of Demographic Indicators in EJSCREEN.” Accessed May 2021. <https://www.epa.gov/ejscreen/overview-demographic-indicators-ejscreen>

- Less than High School Education: Percent of people age 25 or older in a block group whose education is short of a high school diploma
- Limited English speaking households: Percent of people in a block group living in limited English speaking households. A household in which all members age 14 years and over speak a non-English language and also speak English less than "very well" (have difficulty with English) is linguistically isolated.
- Individuals under age 5: Percent of people in a block group under the age of 5.
- Individuals over age 64: Percent of people in a block group over the age of 64.
- Demographic index: A combination of the low-income and people of color indicators.

EO 12898 specifically cites that "federal agencies must identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low income populations," to the greatest extent possible. Therefore, this analysis defined EJ populations in a way that is focused on people of color and low income populations.

An area was determined to be an environmental justice community if it meets one or more of the following conditions:

- *If the study area had a population percentage of people of color and/or low income that was 10 percentage points higher than the county or city average, or*
- *If the study area represented greater than 50 percent of the total geographic unit.*

In addition to EJSCREEN, the United States Department of Transportation (USDOT)'s Interim Disadvantaged Communities Definition and Mapping Tool was reviewed.⁵ This tool displays Historically Disadvantaged Communities (HDCs) in the United States, which are identified at the census tract (CT) level. A list of HDCs has been developed as part of USDOT's implementation of the White House's Justice40 Initiative. Justice40 was directed by EO 14008 to ensure that 40 percent of the overall benefits of Federal investments flow to disadvantaged communities.⁶ The USDOT's formula for identifying HDCs includes six underlying indicators:⁷

- **Transportation access disadvantage:** Communities and places that spend more, and take longer, to get where they need to go.
- **Health disadvantage:** Communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures.
- **Environmental disadvantage:** Communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units.
- **Economic disadvantage:** Areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
- **Resilience disadvantage:** Communities vulnerable to hazards caused by climate change.

⁵ Interim DOT Disadvantaged Communities Definition and Mapping Tool. Accessed March 2022. <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

⁶ EO 14008: Interim Implementation Guidance for the Justice40 Initiative. July 20, 2021.

⁷ U.S. Department of Transportation. "Justice40 Initiative." Accessed March 2022. <https://www.transportation.gov/equity-Justice40>



- **Social disadvantage:** Communities with a shared history of discrimination, or other forms of disadvantage that warrant consideration along with each/any of the above measures.

The HDC tool also identifies Areas of Persistent Poverty (APPs). APPs include:

- **Counties** that have consistently experienced greater than or equal to 20 percent of the population living in poverty based on the 1990 U.S. Decennial Census, the 2000 U.S. Decennial Census, *and* the 2020 Small Area Income Poverty Estimates. (Note: Jackson County, MO, is not considered a countywide APP.)
- **Census Tracts** that have consistently experienced greater than or equal to 20 percent of the population living in poverty based on the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census.
- Any **territory or possession** of the United States.

Together, HDCs and APPs are identified as Justice40 communities in this EJ Screening Summary.

ENVIRONMENTAL JUSTICE STUDY AREA

Project Extent: This is a multimodal connectivity project primarily along local streets, with a portion along an off-facility trail, in the northwestern portion of the city of Broken Arrow, Oklahoma. Most of the project is in Tulsa County, with a small portion of trail in the easternmost area of the project extending into Wagoner County.

Project Action: The project has a shared use path planned for the length of the project alongside all the gridded roadways on the west half of the project and on the east side, is a winding trail through wooded areas near a school and near along a creek through a few neighborhoods. The goal of this project is improved connectivity for bicyclists and pedestrians, but the project will also address peak congestions problems and includes some potential road widening, intersection improvements, and interchange improvements within the project's corridors.

EJ Study Area: Because the project will provide substantial improvements to multimodal connectivity, a 0.5-mile buffer and 3.0-mile buffer were examined to capture potential EJ communities within walking and biking distances, respectively, of the project area.



LOW INCOME AND/OR PEOPLE OF COLOR POPULATIONS PRESENT

A. EJSCREEN Results

Table 1. Comparison of Demographic Factors: Project Area Walkshed and Bikeshed Compared to Tulsa County and the State of Oklahoma

Selected Variables	0.5-Mi. Walkshed	3.0-Mi. Bikeshed	Tulsa County Average	State of Oklahoma Average
Demographic Index	34%	38%	36%	36%
People of Color Population	35%	43%	39%	35%
Low Income Population	32%	33%	34%	36%
Limited English Speaking Households	3%	4%	3%	2%
Population with Less Than High School Education	8%	10%	10%	11%
Population under Age 5	7%	8%	7%	7%
Population over Age 64	16%	13%	16%	16%

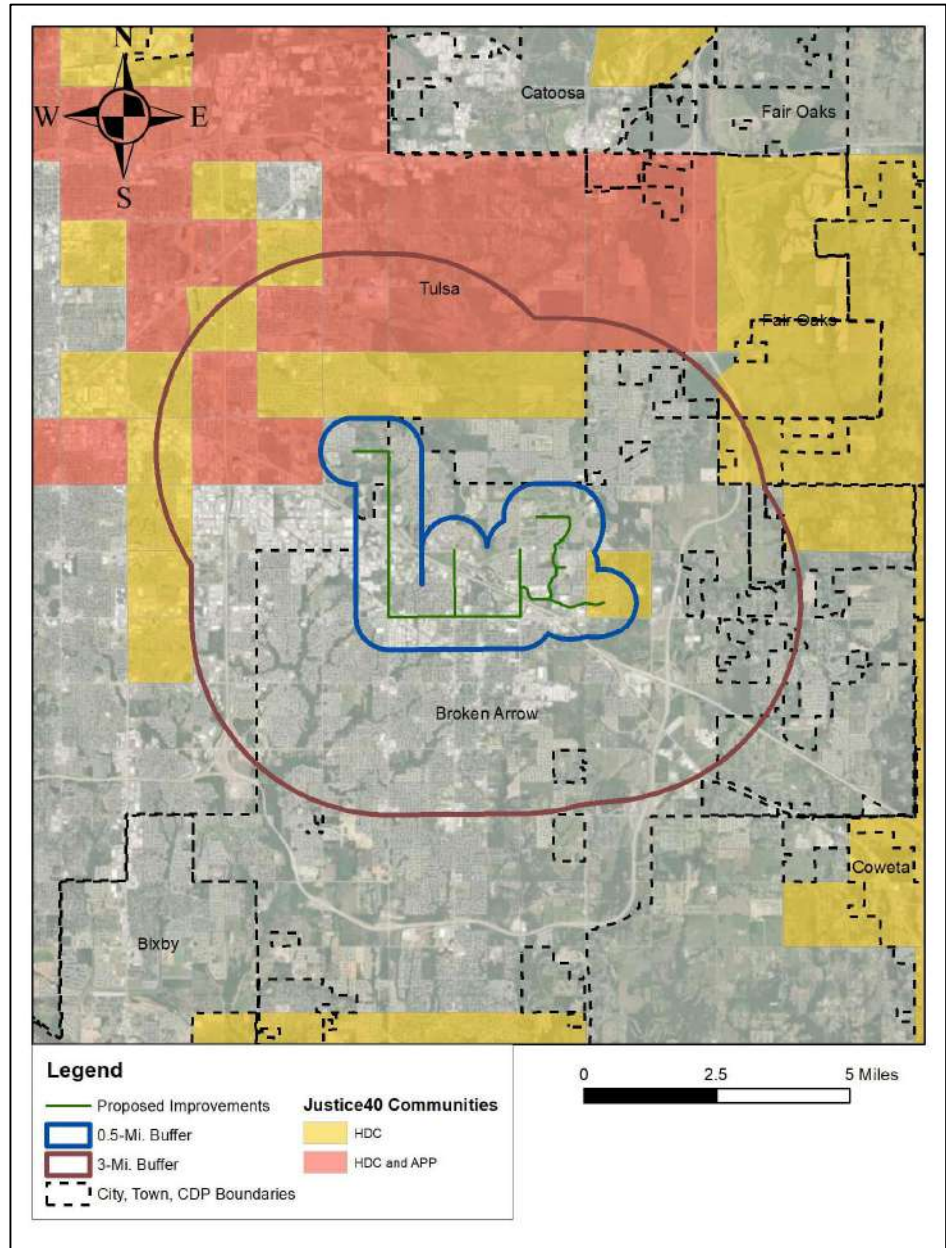
Source: USEPA. EJSCREEN. Accessed February 2023

Table 1 displays the EJSCREEN results within walking and biking distance of the project area, compared to Tulsa County and the State of Oklahoma as a whole. As shown, most demographic characteristics within both the walk- and bikeshed of the proposed improvements are generally consistent with those of Tulsa County and the state of Oklahoma. Noticeable is the increase in percentage of people of color within a 3.0-mile buffer of the project area, which grows by eight percentage points from the 0.5-mile buffer (43 percent as opposed to 35 percent). This can be largely attributed to communities of color in the city of Tulsa, located within three miles of the proposed improvements to the north and west.

B. Justice40 Communities

USDOT's HDC tool indicates that of the fifty CTs that are partially or wholly within the 3.0-mile buffer of the proposed improvements, 20 are considered HDCs. Nine of these 20 HDCs are also considered APPs. There are 13 CTs wholly or partially within the 0.5-mile buffer of the proposed improvements, of which two are HDCs, and one of these HDCs is an APP as well. The winding trail is directly adjacent to one HDC, CT 305.07 in Wagoner County. Figure 1 displays Justice40 communities in relation to the project.

Figure 1. Justice40 Communities within 3 Miles of Project - Map





Refer to Table 2 for a list of CT numbers for Justice40 communities within biking distance of the proposed improvements. Those shaded in blue are located within a half mile of the proposed improvements.

Table 2. Justice40 Communities within 3 Miles of Project - Table

Census Tract	APP	HDC
Census Tract 73.06, Tulsa County, Oklahoma	Yes	Yes
Census Tract 73.08, Tulsa County, Oklahoma	Yes	Yes
Census Tract 73.11, Tulsa County, Oklahoma	Yes	Yes
Census Tract 73.12, Tulsa County, Oklahoma	Yes	Yes
Census Tract 304.03, Wagoner County, Oklahoma	Yes	Yes
Census Tract 73.04, Tulsa County, Oklahoma	Yes	Yes
Census Tract 85.01, Tulsa County, Oklahoma	Yes	Yes
Census Tract 90.04, Tulsa County, Oklahoma	Yes	Yes
Census Tract 90.08, Tulsa County, Oklahoma	Yes	Yes
Census Tract 69.06, Tulsa County, Oklahoma	No	Yes
Census Tract 69.07, Tulsa County, Oklahoma	No	Yes
Census Tract 73.05, Tulsa County, Oklahoma	No	Yes
Census Tract 73.10, Tulsa County, Oklahoma	No	Yes
Census Tract 85.02, Tulsa County, Oklahoma	No	Yes
Census Tract 90.06, Tulsa County, Oklahoma	No	Yes
Census Tract 90.07, Tulsa County, Oklahoma	No	Yes
Census Tract 76.17, Tulsa County, Oklahoma	No	Yes
Census Tract 76.18, Tulsa County, Oklahoma	No	Yes
Census Tract 304.02, Wagoner County, Oklahoma	No	Yes
Census Tract 305.07, Wagoner County, Oklahoma	No	Yes

Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
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* 3. Date Received: <input type="text" value="02/27/2023"/>	4. Applicant Identifier: <input type="text"/>
--	--

5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
---	---

8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="73-6005109"/>	* c. UEI: <input type="text" value="GAESB5P9Q933"/>
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d. Address:

* Street1:	<input type="text" value="220 South First Street"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Broken Arrow"/>
County/Parish:	<input type="text"/>
* State:	<input type="text" value="OK: Oklahoma"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="74012-2336"/>

e. Organizational Unit:

Department Name: <input type="text" value="Engineering & Construction"/>	Division Name: <input type="text" value="Transportation"/>
---	---

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text" value="Mr."/>	* First Name: <input type="text" value="Richard"/>
Middle Name: <input type="text" value="Travis"/>	
* Last Name: <input type="text" value="Small"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="918.257.7000 X 5233"/>	Fax Number: <input type="text" value="918.259.8453"/>
--	---

* Email:

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

US Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

*** 12. Funding Opportunity Number:**

DTOS59-23-RA-RAISE

* Title:

FY 2023 National Infrastructure Investments
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Reconnecting Broken Arrow: Planning for Multimodal Improvements

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="5,840,000.00"/>
* b. Applicant	<input type="text" value="1,460,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="7,300,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:


* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: 

* Date Signed: