

RESOLUTION NO. 1621

**RESOLUTION OF PROJECT SPONSORSHIP
FOR A
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION
AND
MAINTENANCE COMMITMENT**

A RESOLUTION DECLARING THE ELIGIBILITY OF THE CITY OF BROKEN ARROW TO SUBMIT AN APPLICATION TO THE INDIAN NATIONS COUNCIL OF GOVERNMENTS FOR USE OF TRANSPORTATION ALTERNATIVES PROGRAM FUNDS SET FORTH BY THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FOR THE 9TH STREET (LYNN LANE) SHARED-USE PATH PROJECT IN BROKEN ARROW AND AUTHORIZING THE MAYOR TO SIGN THIS APPLICATION.

WHEREAS, Transportation Alternatives Program and Carbon Reduction Program funds have been made available for transportation improvements within the Tulsa Transportation Management Area; and

WHEREAS, the City of Broken Arrow has selected a project described as follows:

A 10 FEET WIDE SHARED-USE PATH ALONG THE WEST SIDE OF 9TH STREET (LYNN LANE) FROM APPROXIMATELY OMAHA STREET SOUTH TO THE INTERSECTION WITH ALBANY STREET.

WHEREAS, the selected project is consistent with the local comprehensive plan, including applicable Major Street and Highway Plan elements or the Regional GO Plan, as applicable, and the Regional Transportation Plan; and

WHEREAS, the engineer's preliminary estimate of cost is \$2,000,000, and Federal participation under the terms of the federal law, IIJA Act, relating to Transportation Alternatives Program and/or Carbon Reduction Program funds are hereby requested for funding of 80 percent of the project cost; and

WHEREAS, the City of Broken Arrow proposes to use 2018 GO Bond and/or Street Sales Tax funds for the balance of the project costs; and

WHEREAS, the City of Broken Arrow agrees to provide for satisfactory maintenance after completion, and to furnish the necessary right-of-way clear and unobstructed; and

WHEREAS, the City of Broken Arrow has required matching funds available and further agrees to deposit with the Oklahoma Department of Transportation (ODOT) said matching funds within thirty (30) days after authorization for the Federal Highway Administration, prior to project letting by ODOT.

Now, therefore, be it resolved by the governing body of the City of Broken Arrow, Oklahoma:

That the Indian Nations Council of Governments is hereby requested to program this project into the Transportation Improvement Program for the Tulsa Transportation Management Area if this project is selected for funding; and

That upon inclusion in the Transportation Improvement Program, the Oklahoma Transportation Commission is hereby requested to concur in the programming and selection of this project and to submit the same to the Federal Highway Administration for its approval.

Debra Wimpee, Mayor

Date

ATTEST:

Curtis Green, City Clerk

Date

APPROVED AS TO FORM:

D. Graham Parker

1/14/2025

Graham Parker, Assistant City Attorney



FFY 2025-2026 Transportation Alternatives & FFY 2022-2026 Carbon Reduction Program

Application Questions

For projects in the Tulsa Transportation Management Area

A Grant Program of the
U.S. Department of Transportation/ Federal Highway Administration
Authorized by the Infrastructure Investment and Jobs Act (IIJA)



Indian Nations Council of Governments (INCOG)
Transportation Planning Division
2 W. 2nd Street, Suite 800
Tulsa, OK 74103-3116

Project Application Questions

If more space is needed outside of the text boxes provided, you may attach additional pages.

Completed application packets are not to exceed the 8 page limit.

- 1) Describe your project (location, project type, length).

This project is for design and construction of the portion of the 9th St. (aka Lynn Lane or 177th E. Ave.) Trail from Omaha St. (51st St. S.) to Albany St. (61st St. S.) in Broken Arrow. This project is for a 10' wide Shared Use Path along the west side of 9th Street from the intersection of Omaha St. and 9th St. to the intersection of Albany St. and 9th St. The length of the project is approximately 5,280 linear feet (1 mile). There are stormwater drainage culverts required on the project.

- 2) Describe how the project fits into existing plans and how the public has been engaged in the project planning. What project planning has taken place prior to this application?

This project is part of a planned shared use path connection along 9th St. (Lynn Lane) from Omaha St. to New Orleans St. This connection will enable residents to walk or bike to the Northeastern State University Campus and the new amphitheater currently being constructed in Events Park. This trail segment is a part of the number 3 priority project for Broken Arrow in the current GO Plan (INCOG Regional Bicycle and Pedestrian Master Plan). Project planning partnerships have been established with Broken Arrow Public Schools and Northeastern State University in Broken Arrow to better connect their educational facilities to residents and businesses in Broken Arrow.

- 3) Describe safety benefits the project will achieve. Is there evidence of a history of crashes of vulnerable road users?

There will be safety improvements for bicyclists and pedestrians using this trail segment. The presence of the trail will encourage more residents to use transportation alternatives to getting to school, work, shopping, dining, and parks in addition to simply using these facilities for going on walks and bike trips for exercise which will improve users health. Improved safety is achieved by creating a separate facility for bicyclists and pedestrians out of the street. The shared-use path will lower the number of vehicle trips necessary for citizens in south Broken Arrow to go to and from school, work, shopping, dining, and recreation areas either along or connected to the new shared-use path. This in turn will reduce the number of automobile accidents in the area. New signage, pavement markings, and the separated trail facility will improve safety.

The shared-use pathway provided by this project will improve the connectivity of the surrounding neighborhoods and residences for pedestrians and bicyclists.

- 4) How does the project benefit your community? How are destinations within the community connected by the project? How might people use the project as a transportation alternative to get to work, school, or to make personal trips?

The overall connectivity to parks was assessed when evaluating possible locations for expansion of the Broken Arrow trail network. This shared use path is the first part of a trail corridor that will connect 9th St. (177th E. Ave.) and residents along that street corridor to the New Orleans Trail and from there to the west and the Broken Arrow Creek Trail that runs north to south along 1st Place. This project will provide additional opportunities for citizens of Broken Arrow to safely walk or bike to their destination in place of driving. This trail segment will also connect to Nienhuis Park on the east side of 9th St. and all of the recreational facilities that offers. The shared-use pathway provided by this project will improve the connectivity of the surrounding neighborhoods and residences for pedestrians and bicyclists. This project will lower the number of vehicle trips necessary for citizens in south Broken Arrow to go to and from school, work, shopping, dining, and recreation areas either along or connected to the new shared-use path.

5) How will this project reduce transportation emissions?

By providing the opportunity for citizens in South Broken Arrow to safely walk or bike to their destination in lieu of driving. The new trail segment will lower the number of vehicle trips necessary for citizens to go to and from school, work, shopping, dining, and recreation areas either along or connected to the new shared-use path. This in turn will reduce automobile-related emissions in the area, improving air quality for residents of Broken Arrow.

6) Does the sponsor have control of the necessary ROW for the project?

Yes, the project will all be within the existing City of Broken Arrow right-of-way.

- 7) Describe the proposed ownership and maintenance responsibilities for the project once it is completed.

Once constructed, the side-path will be owned and maintained by the City of Broken Arrow. The Broken Arrow Streets and Stormwater Department will be the Department that has ownership and maintains the side-path. Maintenance will include the pavement surface and the right-of-way adjacent to the side-path.

- 8) Describe any project-based risks that can be identified that would delay the project and how you plan to mitigate those risks.

Construction of the stormwater culverts needed for this project could delay the project if they are constructed in-place. At the direction of the City of Broken Arrow project manager, the project design consultant will first look at prefabricated structures to shorten the construction time and potentially save on construction costs. The City of Broken Arrow can also look at including contract dis-incentives and incentives in the contract to expedite construction and alleviate any potential delays.

- 9) Provide any additional details that relate to the rating criteria that were not addressed in the questions above.

Bicyclists and pedestrians, including those that require ADA accommodation will benefit from the shared use path. The side-path is part of a pathway that will ultimately lead from Omaha Street, directly across from Nienhuis Park, south to the New Orleans Street Trail and then eastward to Events Park and SH-51, which runs in front of the Northeastern State University campus. The New Orleans Street Trail also extends east to the Broken Arrow Freshman Academy, and then on to New Orleans Square. This route, when completed, will enable students and faculty at both campuses to bike or walk to and from the schools safely to the north along 9th Street. Banking, shopping and restaurants are present along the route at Albany St. and 9th St.

The improvement in safety and connectivity will encourage more residents to use alternative transportation as provided by this shared-use path to access shopping, dining and work opportunities. Improved access to parks and schools will attract and encourage potential home buyers to potentially buy in the area and utilize the facility. This, in turn, will improve the tax-base for Broken Arrow by generating property tax revenue and increased sales tax revenue for the community.

SPONSOR MATCHING FUNDS: \$ 400,000	ESTIMATED TOTAL PROJECT COST:
FEDERAL FUNDS REQUESTED: \$1,600,000	\$2,000,000

Be sure to include the required attachments (Resolution, project budget, project location map, demographic information, letters of support, and any optional elements) in addition to the project application question responses.

FFY 2025-2026 Transportation Alternatives Program
Application INCOG Urbanized Area

A) Application Information:

Project Title	9TH STREET (LYNN LANE) SHARED-USE PATH FROM OMAHA STREET TO ALBANY STREET - PROJECT B (Priority No. 2)
Project Location	SHARED-USE PATH ALONG THE WEST SIDE OF 9TH STREET FROM APPROXIMATELY OMAHA STREET TO THE INTERSECTION WITH ALBANY STREET.
Sponsor	CITY OF BROKEN ARROW
Sponsor Contact Name	BRENT STOUT
Sponsor Contact Title	TRANSPORTATION PROJECT MANAGER
Address	485 NORTH POPLAR AVENUE BROKEN ARROW, OK 74012
Phone	918-258-7000 EXT. 7395
Email	BSTOUT@BROKENARROWOK.GOV

B. Project Financial Information- Include a detailed, complete, realistic cost estimate, and summarize below:

PROJECT BUDGET						
			Percent	Federal Funds	Sponsor Funds (20% Minimum)	TOTAL
Pre-Construction Costs:						
Planning/Design				\$160,000	\$40,000	\$200,000
ROW				\$0	\$0	\$0
Utility Relocation				\$0	\$0	\$0
Sub-total				\$160,000	\$40,000	\$200,000
Construction Cost				\$990,000	\$250,000	\$1,240,000
Contingency Cost (%)			15 %	\$150,000	\$40,000	\$190,000
Sub-total				\$1,300,000	\$330,000	\$1,630,000
Escalation	# of yrs <u>4</u>	<u>4</u> % per yr	16 %	\$210,000	\$50,000	\$260,000
Sub-total				\$1,510,000	\$380,000	\$1,890,000
Construction Management & Inspection (%)			6%	\$90,000	\$20,000	\$110,000
TOTAL				\$1,600,000	\$400,000	\$2,000,000

Note: In the application, please provide (a) The source of cost estimates and attach the most detailed and complete cost estimate available. Annual cost escalation to year of expenditure percentage and Construction Management & Inspection fee is provided as guidance but you may use the best applicable percentages to your project provided you have a basis. Total Federal Funds are capped for the project once awarded.

- 1) Applicants are required to include a minimum of **6%** Construction Management & Inspection costs per ODOT's recommendation.
- 2) Projects selected often take two years or more for preconstruction activity before they are ready for letting. The local project sponsor must provide an annual cost escalation to the year of expenditure.
- 3) All federal funds will be capped for awarded projects inclusive of CM&I fees.

Certification:

I certify that the City of Broken Arrow (name of sponsor) supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for state or federal funds. I further certify that matching funds are available or will be available for the proposed project.

Signature *Brent Stout*

Date: 1-13-25

Printed Name: Brent Stout

Title: Transportation Project Manager

OVERALL PLAN

Bicycle and Pedestrian Shared-Use Path Improvement Project B
9th Street - Omaha Street to Albany Street

Legend

- Country Lane Estates Neighborhood Park
- Existing 3-cell 12' x 5' RCB (NBI 29699)
- Existing 3-cell 9' x 9' RCB (NBI 29698)
- First Baptist Church Broken Arrow
- Nienhuis Park Community Center
- Shared-Use Bicycle and Pedestrian Path
- Tiger Memorial Stadium
- Walmart Neighborhood Market



Bicycle and Pedestrian Safety Improvements
9th Street (Lynn Lane) Trail/Sidepath - Omaha Street to Albany Street - Project B
Estimate of Probable Cost
December 23, 2024

New Orleans Street Trail						
Item No.	Description	Unit	Quantity	Unit Price	Extended	
201 (A)	CLEARING AND GRUBBING	LSUM	1	\$50,000.00	\$50,000.00	
202(A)	UNCLASSIFIED EXCAVATION	CY	1,200	\$17.00	\$20,400.00	
202(D)	UNCLASSIFIED BORROW	CY	150	\$20.00	\$3,000.00	
221(B)	TEMPORARY SILT FENCE	LF	5,200	\$2.75	\$14,300.00	
230(A)	SOLID SLAB SODDING	SY	2,220	\$3.50	\$7,770.00	
303(A)	AGGREGATE BASE TYPE A	CY	500	\$65.00	\$32,500.00	
310(B)	SUBGRADE, METHOD B	SY	2,750	\$1.75	\$4,812.50	
325	SEPARATOR FABRIC	SY	250	\$2.75	\$687.50	
326(B)	GEOGRID REINFORCEMENT	SY	250	\$7.00	\$1,750.00	
411(H)	SUPERPAVE, TYPE S3 (PG64-22OK)	TON	50	\$200.00	\$10,000.00	
411(H)	SUPERPAVE, TYPE S4 (PG64-22OK)	TON	350	\$230.00	\$80,500.00	
509(B)	CLASS 'A' CONC (DRAINAGE STRUCTURE)	CY	10	\$750.00	\$7,125.00	
509)	CLASS 'C' CONC. FLUME	CY	5	\$600.00	\$3,000.00	
609(B)	COMBINED CURB & GUTTER (6" BARRIER)	LF	100	\$29.00	\$2,900.00	
610(A)	5" CONCRETE SIDEWALK AND TRAIL	SY	5,870	\$75.00	\$440,250.00	
610(B)	6" CONCRETE DRIVEWAY (HES)	SY	50	\$85.00	\$4,250.00	
610(I)	TACTILE WARNING DEVICE	SF	120	\$100.00	\$12,000.00	
613(A)	18" R.C. PIPE CLASS III	LF	100	\$80.00	\$8,000.00	
613(C)	SP. END SECTION 18" RCP ROUND	EA.	2	\$800.00	\$1,600.00	
619(A)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LSUM	1	\$10,000.00	\$10,000.00	
619(B)	REMOVAL OF FENCE	LF	100	\$10.00	\$1,000.00	
631(A)	(SP)REMOVABLE BOLLARD	EA	4	\$1,400.00	\$5,600.00	
850(A)	SHEET ALUMINUM SIGNS	SF	200	\$26.00	\$5,200.00	
851(C)	2' SQUARE TUBE POST	LF	300	\$16.00	\$4,800.00	
855(A)	TRAFFIC STRIPE (PLASTIC)(4" WIDE)	LF	550	\$2.85	\$1,567.50	
	PREFABRICATED PEDESTRIAN BRIDGE (100' and 50')	EA	2	\$200,000.00	\$400,000.00	
880	CONSTRUCTION TRAFFIC CONTROL	LSUM	1	\$10,000.00	\$10,000.00	
641	MOBILIZATION	LSUM	1	\$50,000.00	\$50,000.00	
						\$1,193,012.50

CONSTRUCTION SUB-TOTAL = \$1,193,012.50

CONSTRUCTION INFLATION @4% = **\$47,720.50**

SUB-TOTAL = \$1,240,733.00

CONTINGENCY @ 15% = \$186,109.95

CONSTRUCTION TOTAL = \$1,426,842.95

SURVEY (@2%) = \$28,536.86

DESIGN (@12%) = \$171,221.15 \$199,758.01

SUB-TOTAL = \$1,626,600.96

ANNUAL COST ESCALATION TO YEAR OF EXPENDITURE (4 Yrs. @ 4%/YR.) @16% = \$260,256.15

SUB-TOTAL = \$1,886,857.12

CONSTRUCTION MANAGEMENT & INSPECTION (@ 6%) = \$113,211.43

TOTAL PROJECT COST = \$2,000,068.54

SPONSOR MATCH = \$400,068.54

MAX. FEDERAL SHARE = \$1,600,000.00

USE \$2,000,000.00

USE \$400,000.00 = Local Share 20% 0.2

USE \$1,600,000.00 = Max. Federal Share 80% 0.8



January 6, 2025

Braden Cale
INCOG
2 W. 2nd Street, Suite 800
Tulsa, OK 74103-3116

RE: LETTER OF SUPPORT FOR THE CITY OF BROKEN ARROW'S APPLICATION FOR THE INCOG 2025 TRANSPORTATION ALTERNATIVES PROGRAM

Dear Mr. Cale:

This letter is to offer the strong support of Broken Arrow Public Schools for the subject application from the City of Broken Arrow. The application is for funding to support the Bicycle and Pedestrian Improvements in South Broken Arrow which are described as:

- A 10 feet wide shared-use path along the west side of Lynn Lane (9th Street) from Omaha Street south to the intersection with Albany Street.

This project, if selected for funding, will help complete connections of the regional trail system included in the INCOG GO Plan to trail systems within the City of Broken Arrow and ultimately connect with continuous routes into the Rose District located in downtown Broken Arrow and south to Events Park, NSU and the new amphitheater now under construction. This project will also provide safe crossings for pedestrians and bike-route users alike which enhance connectivity and promote a more active and healthy lifestyle.

Over the years, Broken Arrow Public Schools and the City of Broken Arrow have successfully partnered on various enhancement projects. We fully support their INCOG 2025 TAP grant application to fund the bicycle and pedestrian improvements outlined above. Thank you in advance for your consideration of the application. Please let me know if you have any questions regarding this letter of support.

Sincerely,

Chuck Perry
Superintendent of Schools
Broken Arrow Public Schools

January 2, 2025

Braden Cale
Transportation Programs Coordinator
Indian Nations Council of Governments
2 West 2nd Street, Suite 800
Tulsa, OK 74103-3116

**RE: LETTER OF SUPPORT FOR THE CITY OF BROKEN ARROW'S APPLICATION FOR
THE INCOG 2025 TRANSPORTATION ALTERNATIVES PROGRAM**

Dear Mr. Cale:

I am writing to express the Broken Arrow Chamber of Commerce & Economic Development Corporation's strongest support for the subject application. The application is for funding to support Bicycle and Pedestrian Improvements in South Broken Arrow, described as:

- A 10-foot-wide shared-use path along the west side of Lynn Lane (9th Street) from Omaha Street south to the intersection with Albany Street.

This project, if funded, will help complete connections of the regional trail system included in the INCOG GO Plan to trail systems within the City of Broken Arrow and ultimately provide continuous routes into the Rose District located in downtown Broken Arrow and south to Events Park, NSU and the new amphitheater now under construction. This project will also provide safe crossings for pedestrians and bike-route users, enhancing connectivity and promoting active and healthy lifestyles.

Over the years, the Broken Arrow Chamber of Commerce, Broken Arrow Economic Development Corporation, and the City of Broken Arrow have successfully partnered on various enhancement projects. We fully support the City's INCOG 2025 TAP grant application to fund the bicycle and pedestrian improvements included in this project. Thank you for your consideration of this application. Please let me know if you have any questions regarding this letter of support.

Sincerely,



James Bell
President & CEO
Broken Arrow Chamber of Commerce
& Economic Development Corporation



NORTHEASTERN STATE UNIVERSITY
OFFICE of the PRESIDENT

January 2, 2025

Braden Cale
INCOG
2 W. 2nd Street, Suite 800
Tulsa, OK 74103-3116

**RE: LETTER OF SUPPORT FOR THE CITY OF BROKEN ARROW'S
APPLICATION FOR THE INCOG 2025 TRANSPORTATION ALTERNATIVES
PROGRAM**

Dear Mr. Cale:

This letter is to offer the strong support of Northeastern State University for the subject application. The application is for funding to support the Bicycle and Pedestrian Improvements in South Broken Arrow which are described as:

- A 10 feet wide shared-use path along the west side of Lynn Lane (9th Street) from Omaha Street south to the intersection with Albany Street.

This project, if funded, will help complete connections of the regional trail system included in the INCOG GO Plan to trail systems within the City of Broken Arrow and ultimately provide continuous routes into the Rose District located in downtown Broken Arrow and south to Events Park, NSU and the new amphitheater now under construction. This project will also provide safe crossings for pedestrians and bike-route users alike which enhance connectivity and promote a more active and healthy lifestyle.

Over the years, the Northeastern State University Broken Arrow Campus and the City of Broken Arrow have successfully partnered on various enhancement projects. We fully support their INCOG 2025 TAP grant application to fund the bicycle and pedestrian improvements included in this project. Thank you in advance for your consideration of this application. Please let me know if you have any questions regarding this letter of support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rodney S. Hanley".

Rodney S. Hanley, Ph.D.
President
Northeastern State University

January 2, 2025

Braden Cale
INCOG
2 W. 2nd Street, Suite 800
Tulsa, OK 74103-3116

**RE: LETTER OF SUPPORT FOR THE CITY OF BROKEN ARROW'S
APPLICATION FOR THE INCOG 2025 TRANSPORTATION ALTERNATIVES
PROGRAM**

Dear Mr. Cale:

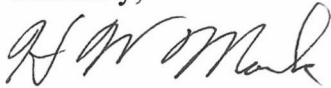
This letter is to offer the strong support of the Tulsa Bicycle Club for the subject application. The application is for funding to support the Bicycle and Pedestrian Improvements in South Broken Arrow which is described as:

- A 10 feet wide shared-use path along the west side of Lynn Lane (9th Street) from Omaha Street south to the intersection with Albany Street.

This project, if funded, will help complete connections of the regional trail system included in the INCOG GO Plan to trail systems within the City of Broken Arrow and ultimately provide continuous routes into the Rose District located in downtown Broken Arrow and south to Events Park, NSU and the new amphitheater now under construction. This project will also provide safe mid-block crossings for pedestrians and bike-route users alike which enhance connectivity and promote a more active and healthy lifestyle.

Over the years, the Tulsa Bicycle Club and the City of Broken Arrow have successfully partnered on various enhancement projects. We fully support their 2025 INCOG TAP grant application to fund the bicycle and pedestrian improvements included in this project. Thank you in advance for your consideration of this application. Please let me know if you have any questions regarding this letter of support.

Sincerely,



Wayne Mark
President
Tulsa Bicycle Club