



Project Requirements of MPDG US 412 Project

August 2023



OKLAHOMA
Transportation

Statutory Project Requirements

Statutory Requirement	Response
The project will generate national, or regional economic, mobility, or safety benefits	Yes. The project will directly support the growing economic development happening along the US-412 corridor. The primary monetary benefit that can be quantified in the BCA comes in the form of safety. Five existing at-grade intersections will be upgraded to grade-separated interchanges, and one system to system interchange will be modified to modern design standards. The safety improvements equate to a \$21.7 million (NPV) savings over a 20 year evaluation period. The substantial benefit of the projects identified in this grant is that they all support major economic growth happening at the Tulsa Ports and MidAmerica Industrial Park (See Economic Outcome Criteria).
The project will be cost effective	ODOT would like to work with the USDOT on an alternative BCA to evaluate the benefits of private, alternative energy investment along US-412 that could not be quantified in the MPDG. The projects within this grant will support substantial investments from private industry surrounding the US-412 network. Private investments in the Tulsa Ports of Inola, Catoosa and Port 33 will increase the supply output at these important regional multimodal supply chain locations. A solar battery plant at the Port of Inola will generate billions of dollars of investment in clean energy. Investments from Panasonic and Canoo to build EV batteries at the MidAmerica Industrial Park will bring thousands of jobs to the area and expedite the United States' shift to cleaner energy sources.
The project will contribute to 1 or more of the national goals described under Section 150	Yes, the project contributes to multiple goals, the largest being safety. Six existing at-grade intersections will be upgraded to grade separated interchanges. The safety improvements equate to a \$21.7 million (NPV) savings over a 20-year evaluation period. Economic vitality, which is prohibited from being calculated as part of the BCA, is another substantial benefit to the proposed improvements. Private investment surrounding the Tulsa Ports and the MidAmerica Industrial Park will generate billions of dollars in economic activity around US-412. See Economic Outcome Criteria .
The project is based on the results of preliminary engineering	The US-412 Priority Improvements for Interstate Designation is a response to a federal mandate to upgrade US-412 to an interstate. Projects have staggered construction start dates and vary in design status. The first project scheduled to be reconstructed at US-412 and SH-66 has undergone preliminary engineering and is scheduled to begin construction by the middle of 2024. See Project Readiness for more details on the status of each project.

<p>With respect to related non-federal financial commitments, 1 or more stable and dependable sources of funding and financing are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases</p>	<p>ODOT has a stable funding source available to fulfill their funding split, however all projects are not feasible without INFRA/Mega grant funds. Funding comes from federal formula dollars and state sales tax dollars. A 10% contingency has been added to each project. In the event of cost overruns, ODOT commits to funding the total amount of overage. See Budget for further details.</p>
<p>The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor AND The project is in significant need of Federal funding</p>	<p>The seven projects detailed in the grant narrative cannot be constructed without federal support. A congressional mandate has accelerated ODOT’s timeline for converting US-412 to an interstate. If funding is not received, necessary upgrades will have to be pushed back, slowing progress towards redesignation. Also, the increase in future traffic from committed substantial private investments around US-412 may cause operational and safety issues at these proposed project locations if nothing is done.</p>
<p>The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project</p>	<p>The first of seven projects is expected to begin construction in Q3 2024. If Federal funding is received, ODOT commits to beginning construction no later than 18 months after funds are obligated for each project.</p>
<p>The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project</p>	<p>Yes. ODOT has a history of delivering projects of this scale on time and budget. See Project Readiness for more details.</p>
<p>The application includes a plan for the collection and analysis of data to identify the impacts of the project and accuracy of forecasts included in the application</p>	<p>Yes. A Data Plan has been included as part of the submittal. ODOT is willing to work with the USDOT on modifying or improving upon the data plan, if necessary.</p>