



## 5. GRANT FUNDS, SOURCES AND USES OF PROJECT FUNDS

The City of Tulsa is requesting \$6.5 million of the Project's total costs from BUILD funding, to supplement local, state, and federal funding sources from the City of Tulsa, MTTA, and INCOG. Receipt of a \$6.5 million BUILD grant provides the following beneficial outcomes:

- » **Technology upgrades at intersections** – \$6.5 million in BUILD grant funds will allow the City of Tulsa to implement the Project and achieve a true arterial traffic and transit management.
- » **Maximizes the impact of BRT investments** – By improving real-time bus information, as well as shortening transit travel times, this Project not only increases ridership but also improves the rider experience above and beyond the planned BRT improvements already under way.
- » **Provides a step forward to smart corridors and a smart city** – With this investment from the federal government, the City of Tulsa will be one step closer to creating a smart city, which includes realizing a vision of zero traffic fatalities by 2045. The City of Tulsa aims to be an innovation model for how a growing economy uses data to effectively manage, grow, and sustain a high-performance transportation system that is inclusive to all users.

### 5.1. Eligible Project Costs

**Table 3** shows the breakdown of federal funds and non-federal funds that contribute to the total project sources as well as the remaining \$2.5 million, or 28 percent, will be provided through a combination of local funds. Another \$0.5 Million is available from the regional Congestion Mitigation and Air Quality funding for capital expense to improve traffic and safety in these corridors. To date, no funds have been expended on this proposed LINK Tulsa Project. The BUILD funds will be used exclusively for implementation of the Project elements as shown in **Table 4**. All Project costs shown are shown in 2018 dollars.

### 5.2. Capital Sources of Funds

**Federal Funds:** a total of \$7.0 million in federal funds will go towards this Project.

- » **BUILD Funds:** \$6,500,000 (68 percent of total funding)
- » **INCOG (CMAQ):** INCOG is committing \$500,000 of Congestion Mitigation and Air Quality Improvement (CMAQ) funds. These federal funds will be leveraged as a resource for the LINK Tulsa Project by INCOG.

**Non-Federal (Local) Funds:** a total of \$2.5 million from local sources will supplement the total project cost:

- » **MTTA (Vision Tulsa):** \$1.5 million of the local match will be funded by MTTA through the 2016 voter approved Vision Tulsa funding initiative, providing a permanent, dedicated tax for transportation. The package will generate an estimated \$57 million of funding for transit over the next 15 years.
- » **City of Tulsa (2016 Sales Tax):** \$1 million of the local match will be funded by the voter approved transportation funding (referenced above) that will be utilized for traffic operations and street maintenance. This dedicated capital improvement funding will provide the match to accelerate deployment and complete gaps in coverage for fiber/broadband. Without the BUILD grant, it would take five additional years to connect all traffic signals with improved video and broadband in these two corridors.



**Appendix B** contains letters of financial commitment from both MTTA, the City of Tulsa and INCOG.

TABLE 3. Project Capital Budget Summary by Source (2018\$ Millions)

	Funding Source	Total Funding Amount (\$ millions)	Percent of Total
<b>Federal Funds</b>	BUILD	\$6.5	74%
	INCOG (CMAQ)*	\$0.5	
<b>Non-Federal Funds</b>	MTTA (Vision Tulsa)	\$1.5	26%
	City of Tulsa (Vision Tulsa)	\$1.0	
<b>Total Project Cost</b>		<b>\$9.5</b>	

\*INCOG is committed to leveraging limited federal resource, CMAQ, to the LINK Project.

### 5.3. Capital Uses of Funds

As described in Section 5.2, the federal and non-federal funds will cover Project costs as listed in **Table 4**.

TABLE 4. Project Capital Budget Summary by Use (2018 \$ Millions)

Funding Use	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
Engineering Design & Specs	-	\$0.25	\$0.25	-	-	-	<b>\$0.50</b>
Broadband/Fiber Install	-	-	\$0.50	\$0.50	\$0.50	\$1.00	<b>\$2.50</b>
Network Switches Upgrades	-	-	-	\$0.50	-	-	<b>\$0.50</b>
Transit Signal Priority (TSP)	-	\$0.10	\$0.20	-	-	-	<b>\$0.30</b>
Transit Technology Upgrades	-	-	\$0.30	\$0.30	\$0.50	\$1.20	<b>\$2.30</b>
Dynamic Message Signs	-	\$0.10	\$0.30	-	-	-	<b>\$0.40</b>
Traffic Engineering	-	\$0.50	\$0.50	\$0.50	\$0.50	\$1.00	<b>\$3.00</b>
<b>Total Project Funding Uses</b>	-	<b>\$0.95</b>	<b>\$2.05</b>	<b>\$1.80</b>	<b>\$1.50</b>	<b>\$3.20</b>	<b>\$9.50</b>

### 5.4. Operating Sources and Uses

After installation, annual operations and maintenance (O&M) and replacement/repair costs for the Project are estimated at an annualized average of \$495,000. The detailed costs for each corridor are broken out by year for each Project element in the Benefit-Cost Analysis (BCA), including replacement cycles and unit costs.

**Operating and Maintenance Source:** The City of Tulsa voters approved a permanent tax toward transit and traffic operations in 2016.

The transit elements of the Project include dynamic message signs on Route 66/21<sup>st</sup> Street; these assets will be operated and maintained by MTTA. The City of Tulsa will own all remaining elements, and will be responsible for operating and maintaining them as part of the Tulsa TMC.

The Project is expected to provide efficiencies in transit operations by reducing the travel time needed for a BRT vehicle to complete its route.