

# OSAGE PRAIRIE TRAIL PLANS SKIATOOK TO PAWHUSKA

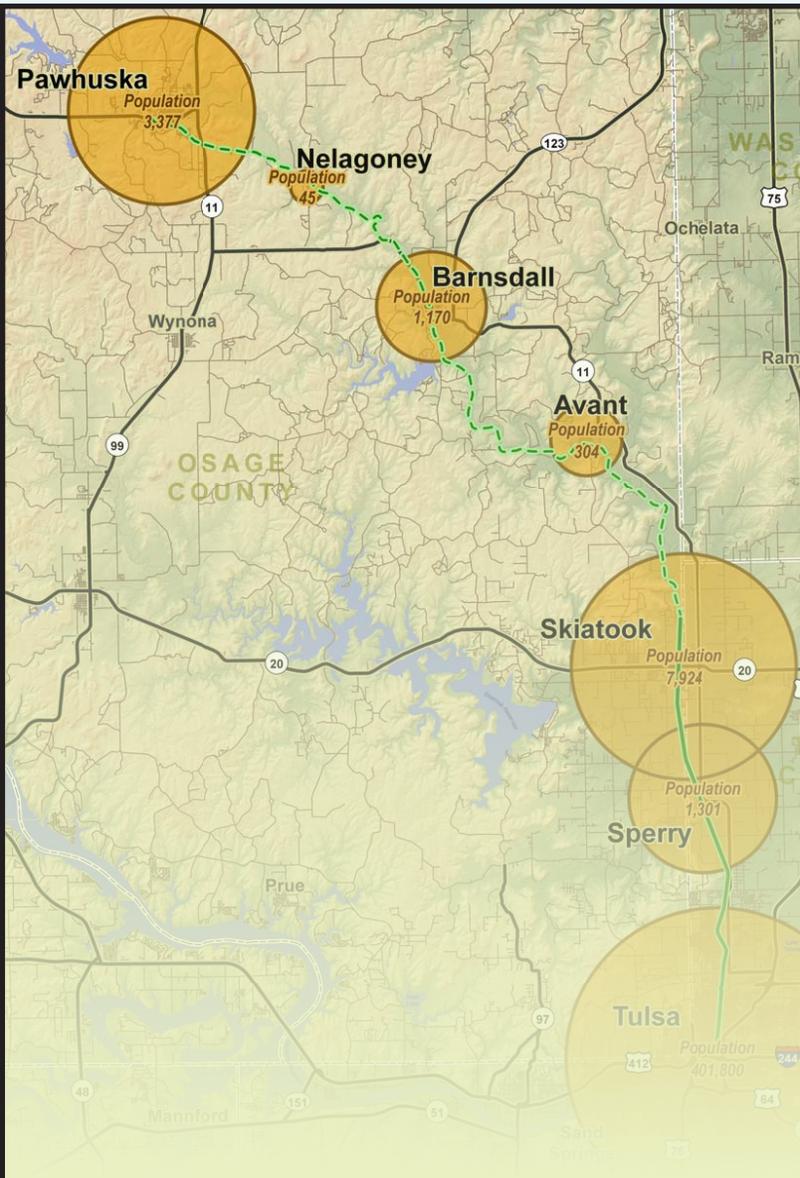
U.S. Department of Transportation  
BUILD Transportation Discretionary Grant Program FY 2018

DUNS: 072406333



THE OSAGE NATION  
ᏊᏊᏊᏊᏊ

Rural Planning Grant Application  
Submitted by: The Osage Nation



## Project Link

[http://www.incog.org/Transportation/BUILD FY18\\_OsageNation.html](http://www.incog.org/Transportation/BUILD FY18_OsageNation.html)





### Rural Planning Grant Application Information

<b>Project Name</b>	Osage Prairie Trail Plans - Skiatook to Pawhuska
<b>Lead Applicant</b>	Osage Nation
<b>Contact Information</b>	Mr. Christopher Standing Bear Grant Administrator   Osage Nation 918-287-5633   clstandingbear@osagenation-nsn.gov
<b>Project Type</b>	Rural Planning Grant
<b>Project Description</b>	The Osage Nation is seeking funding for a planning project that will help complete a trail corridor plan that specifies the location, ownership of land, feasibility, conduit feasibility for fiber connectivity and provide renderings for a multi-use Osage Prairie Trail. The trail will connect rural communities located within the Osage Nation and Osage County to several rural town centers. A safe alternative route for pedestrians and people on bikes to get from residential subdivisions to the town centers is a service gap that currently exists in Osage County.
<b>Project Cost</b>	\$1,000,000
<b>BUILD 2018 Funds Requested</b>	\$865,000
<b>Local Match Source(s) &amp; Amounts</b>	Osage Nation: \$100,000   INCOG: \$35,000
<b>NEPA Status</b>	The planning process for the multi-use trail will inform subsequent NEPA reviews, approvals and permits needed for construction.
<b>Project Schedule</b>	Planning project will be completed in 22 months after grant award.
<b>Project Benefits</b>	Plans for a multi-use trail will assist the Osage Nation with future construction of the trail, which will create a complete transportation network to include safe options for all mode users. It will encourage active transportation and fitness, which will bring health improvement outcomes, and favor economic growth by supporting bicycle and ecotourism. The project will also consider planning for buried fiber optic cables for broadband and other innovative transportation safety features as well as conduit for future uses.
<b>Benefit-Cost Analysis Results</b>	7% discount rate 0.98; 3% discount rate: 1.20
<b>Innovative Elements</b>	Planning for the implementation of below ground fiber optics for broadband, signal implementation for MUTCD approved Hawk Beacons or Rapid Flash Beacons at trail crossings and other innovative transportation safety features. The Osage Nation would also like to plan for additional conduit for future uses, to install at the same time as the fiber optic conduit.

KA.SO.KA  
Geoffrey M. Standing Bear  
Principal Chief

**Osage Nation**  
Office of the Principal Chief

KA.SO.KA O.HA.DZA  
Raymond Red Corn  
Assistant Principal Chief



July 19, 2018

The Honorable Elaine Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

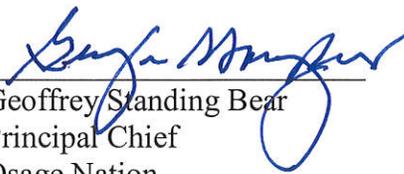
Dear Secretary Chao:

The Osage Nation is pleased to submit this application for the Osage Prairie Trail Plans-Skiatook to Pawhuska under the Better Utilizing Investments for Leveraging Development (BUILD) program. The request is for \$865,000 in federal BUILD grant for the Planning Project, which would leverage \$135,000 (15.6%) in matching funds (in the form of cash and in-kind). The Osage Nation will be the lead implementing agency with partnerships from Indian Nation Council of Governments (INCOG), Osage County, Cities of Pawhuska and Barnsdall, the Town of Avant, Land Legacy and Tulsa County.

This trail will connect rural communities located within the Osage Nation and Osage County to several rural town centers. A safe alternative route for pedestrians and people on bikes to get from residential subdivisions to the town centers is a service gap that currently exists in Osage County.

We believe the Project is a strong candidate for BUILD funding with the release of a Request for Design Proposal within three months of the award date. This project will provide a safer mode of transportation for Osage County. Please contact Christopher Standingbear, Grant Administrator, Osage Nation if you have further questions regarding this project application.

Sincerely,

  
\_\_\_\_\_  
Geoffrey Standing Bear  
Principal Chief  
Osage Nation



## Table of Contents

1   Project Description.....	5
1.1 Challenge.....	5
1.2 History.....	6
1.3 Previously Completed Components.....	7
2   Project Location.....	9
2.1 Geographic Description of the Project.....	9
2.2 Project Location and Connections to Existing Transportation Infrastructure.....	10
3   Grant Funds, Sources and Uses of Project Funds.....	11
3.1 Project Cost.....	11
3.2 Non-federal Funds.....	11
3.3 Budget.....	12
4   Merit Criteria.....	13
4.1 Safety.....	13
4.2 State of Good Repair.....	15
4.3 Economic Competitiveness.....	17
4.4 Quality of Life.....	20
4.5 Environmental Protection.....	21
4.6 Innovation.....	22
4.7 Partnership.....	22
5   Project Readiness.....	23
5.1 Project Schedule.....	23
5.2 Required Approvals.....	24
6   Benefits Cost Analysis.....	24

## Appendix

- Letters of Support



## 1 | Project Description

The Osage Nation is seeking funding for a planning project that will help complete a trail corridor plan that specifies the location, ownership of land, feasibility, conduit feasibility for fiber connectivity and provide renderings for a multi-use Osage Prairie Trail.

The trail will connect rural communities located within the Osage Nation and Osage County to several rural town centers. A safe alternative route for pedestrians and people on bikes to get from residential subdivisions to the town centers is a service gap that currently exists in Osage County. Plans for this trail is one step closer to filling the gap.

### 1.1 Challenge

The transportation challenge this project will address is the lack of safe alternative transportation connections for rural residents to the town centers within the Osage Nation. The tribal members and the rural county residents do not have any viable active transportation options. In rural America, services such as grocery stores, banks, medical clinics, schools and jobs are located within a small central area surrounded by a low-density population. The same goes for Osage County; the cities of Pawhuska (headquarters of the Osage Nation), Barnsdall, Avant and Skiatook are often the only locations for vital services within the southeast section of the county. A network of multi-use trails would provide safe access to these key destinations and limits users' exposure to fast moving vehicles. A complete transportation network includes facilities that support riding a bicycle and walking in addition to roads for automobile use.



Figure 1. Shared Use Path, River Parks, Tulsa, OK  
Source: INCOG



Figure 2. Sidepath on Peoria Avenue, Tulsa, OK  
Source: INCOG

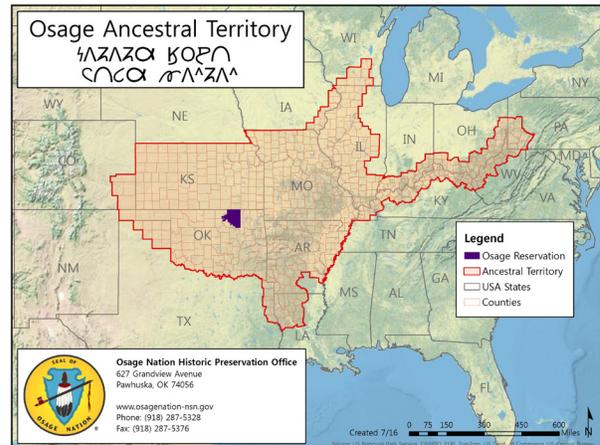


## 1.2 History

### Osage Nation

Like many American Indian tribes, the Osage moved great distances over centuries. They originated from the plains and east of the Mississippi River before ultimately returning to America's midlands by the time Europeans came to the continent. In the treaties forced by the federal government in 1818 and 1825, the Osages gave up their Indian Territory holdings for land in southern Kansas. After the Civil War, homesteaders wanted the fertile farmland the Osage Nation held, and so the Osage were forced to sell their Kansas lands in 1870 to the government and bought nearly 1.5 million acres west of the Cherokee Nation in what was then known as Indian Territory and set up Pawhuska as the tribal headquarters. When the Dawes Act passed, the Five Civilized Tribes and the Osage Nation submitted to an allotment plan in which parcels were allotted to individual tribal members.

Today, Osage County is the largest county in Oklahoma with an area of 2,251 square miles and a rural population of 47,887. Focusing on the main census tracts that encompass the future Osage Prairie Trail, there are 15,024 residents and 632 jobs within 388 sq. miles. This area is home to the Pioneer Woman's Mercantile, ranches and the Nature Conservancy's Tallgrass Prairie Preserve, a significant bison reserve that is a focus of ecotourism. The Osage Nation is expending \$1.5 million of federal Reservation Roads



Map 1. Osage Ancestral Territory  
Source: <https://www.osagenation-nsn.gov>

money on a new Eco Park which borders the planned Osage Trail at Pawhuska's eastern edge.

### Railroad

The proposed location of the multi-use trail will follow the alignment of the old Midland Valley Railroad which was sometimes referred to as the Arkansas River Route. The railroad was first built in 1903 before Oklahoma became a state, to transport coal in western Arkansas and eastern Oklahoma to Indian Territory. Eventually the line extended all the way to Muskogee, Tulsa and into Arkansas City, Kansas. For six decades, this railroad served as transportation for oil, cattle and passengers before service ended and the rail right-of-way (ROW) succumbed to nature.



### 1.3 Previously Completed Components

The previously completed section of Osage Prairie Trail is from Oklahoma State University-Tulsa in downtown Tulsa to just north of Skiatook. Approximately 16.3 miles of the trail is through a mostly urbanized region and does not benefit Pawhuska nor the rural communities between Pawhuska and Skiatook. The existing trail is an ADA (Americans with Disabilities Act) compliant trail, 10' in width, hard surface and constructed on the old railroad ballast. The constructed trail accommodates horses, bicycles and pedestrians comfortably in this low-density area.



Figure 3. Osage Prairie Trail Sign, Skiatook, OK.  
Source: INCOG



Figure 4. Osage Prairie Trail Terminus, Skiatook, OK.  
Source: INCOG



Figure 5. Wayfinding Sign to Library, Skiatook, OK.  
Source: INCOG



Figure 6. Crushed Gravel Path from Osage Prairie Trail to Library, Skiatook, OK. Source: INCOG



### Highlights / Purpose of the Project

- Multi-use trails will provide facility for active transportation (bicycle, pedestrian) in a safe environment.
- Ecotourism project to stimulate rural and tribal economy.
- Improves health and well-being of the community and residents.
- Improves cultural respect, strengthens ties and sustenance of the community.
- Impacts land and wildlife in the most sustainable way to enjoy for the long run.
- Recreational, transportation, environmental, health, economic, social-cultural, and educational benefits are not always entirely quantifiable but the history of trails in America suggests that these benefits are nearly endless.

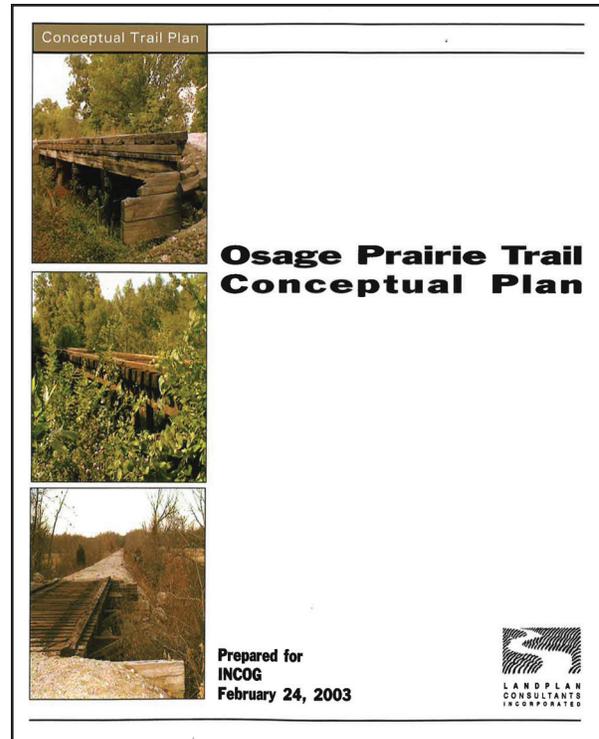


Figure 7. Osage Prairie Trail Conceptual Plan, covering from Tulsa to Skiatook, 2003. Source: INCOG

From the conceptual project to realize the benefits for the long-run in the future:

- Conduct a detailed survey for alignment, design and engineering plans for the multi-use trail.
- Conduct legal research to assess any issues in the rail abandonment section and Land Legacy's rail-banked part of the trail.
- Provide renderings and suggested crossings of the stream at three locations for the most economical way to connect.

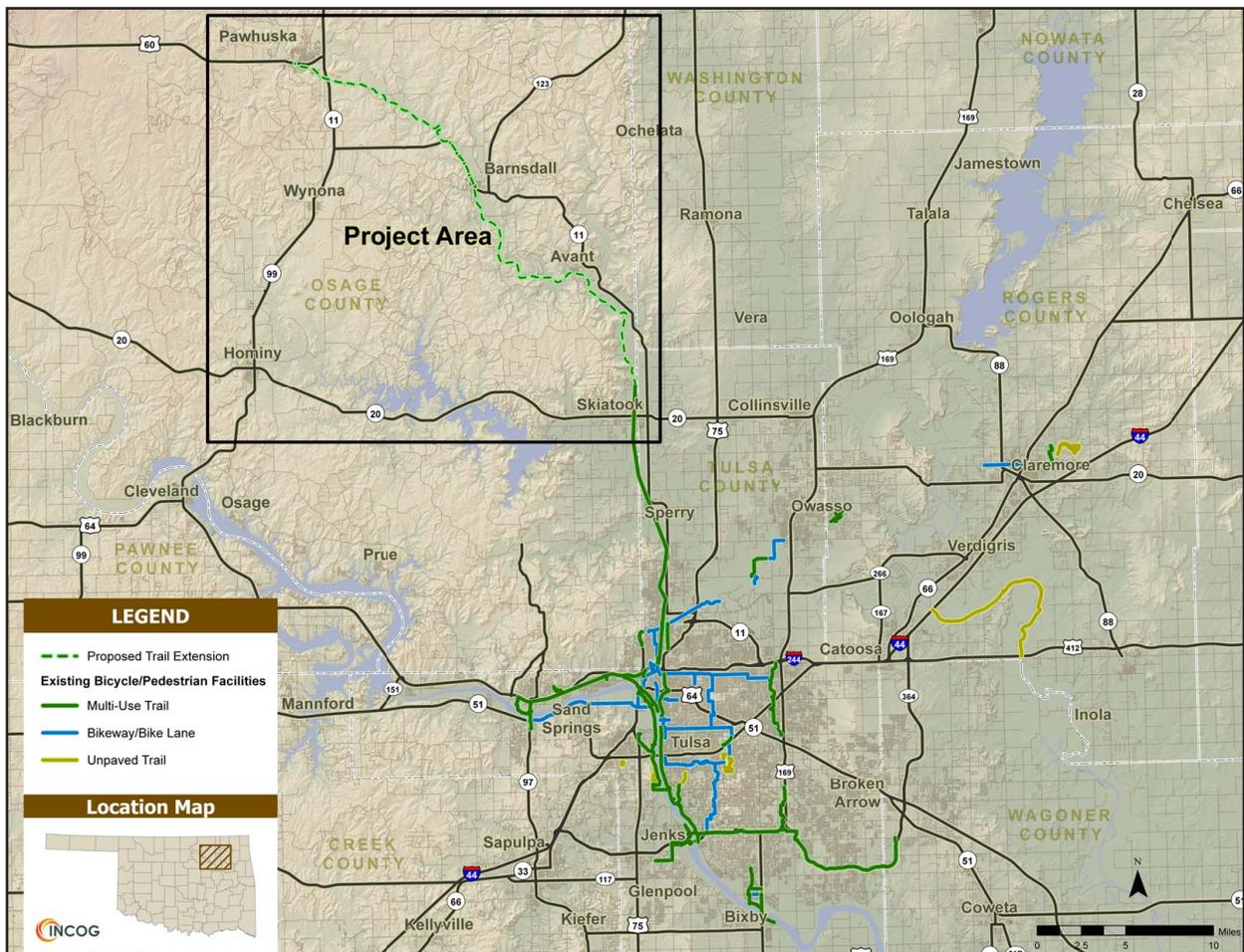




## 2 | Project Location

### 2.2 Project Location and Connections to Existing Transportation Infrastructure

The following map shows the Project Area, and how it would connect to the existing bicycle and pedestrian facilities in the Tulsa Region.



Map 3.  
Source: INCOG



### 3 | Grant Funds, Sources and Uses of Project Funds

#### 3.1 Project Cost

Source of Funds	Amount
BUILD Grant 2018	\$865,000.00
Osage Nation	\$100,000.00
Indian Nations Council of Governments (INCOG)	\$35,000.00
<b>TOTAL</b>	<b>\$1,000,000.00</b>

Table 1.  
Source: INCOG

#### 3.2 Non-federal Funds

Entity and Form of Support	Cash	In-Kind	TOTAL
<b>Osage Nation.</b> Staff will provide support for legal research, history, design concept, integrating into the Eco Park	\$50,000.00	\$50,000.00	\$100,000.00
<b>INCOG.</b> Staff will provide support for GIS, mapping, analysis, public meetings as needed, consultant selection	-	\$35,000.00	\$35,000.00
<b>TOTAL</b>	<b>\$50,000.00</b>	<b>\$85,000.00</b>	<b>\$135,000.00</b>

Table 2.  
Source: INCOG



### 3 | Grant Funds, Sources and Uses of Project Funds

#### 3.3 Budget

Major Activity	Non-Federal*	BUILD	Other Federal	TOTAL	% of Total
<b>Phase I Planning</b>					
Conception & Alignment	\$32,500.00	\$100,000.00	-	\$132,500.00	13%
Survey & Environment Documentation	\$10,000.00	\$75,000.00	-	\$85,000.00	9%
Legal Research	\$75,000.00	\$100,000.00	-	\$175,000.00	18%
<b>Phase II Planning</b>					
Final Design	\$17,500.00	\$580,000.00	-	\$597,500.00	60%
<b>Communications Engineer</b>					
Fiber Optic Plans	-	\$10,000.00	-	\$10,000.00	1%
<b>TOTAL</b>	<b>\$135,000.00</b>	<b>\$865,000.00</b>	<b>-</b>	<b>\$1,000,000.00</b>	<b>100%</b>

\*Non-federal support includes \$35,000 in-kind support from INCOG; \$50,000 in-kind and \$50,000 cash support from Osage Nation.

Table 3.  
Source: INCOG



## 4 | Merit Criteria

### 4.1 Safety

Rural areas make up 81% of the United States and are home to only 19% of the nation’s population<sup>1</sup>, however, 49% of all traffic fatalities occur on rural roads<sup>2</sup>. Nationwide, pedestrians and bicyclists represent 12% of trips made, but disproportionately make up 17% of all roadway fatalities<sup>3</sup>. In Osage County, from 2007-2016, there were 855 crashes within proximity of the future Osage Prairie Trail. Of the 855 crashes, 20 were fatalities and 171 were injuries; the injury crashes include 7 bicycles and 6 pedestrian crashes<sup>4</sup>.

Current transportation options in this rural area consist mostly of two-lane roads, some with shoulders that have rumble strips (not conducive for bikes) and many others with no shoulders. On the roads that have shoulders, the rumble strips are placed in such a way that a person on a bike must either ride a bicycle near the edge of the road where debris collects or next to the white line of the road close to cars. None of the roads have sidewalks or sidepaths. The posted speed limit on these rural roads is between 45 mph and 65 mph. Due to these factors, the roads are unsuitable for safe active transportation options. Crash data and current conditions enforce the reason why the Osage Nation needs alternative safe transportation to improve the resiliency and safety of the population.



Figure 8. Two-lane rural road with no shoulders, Osage County, OK. Source: INCOG

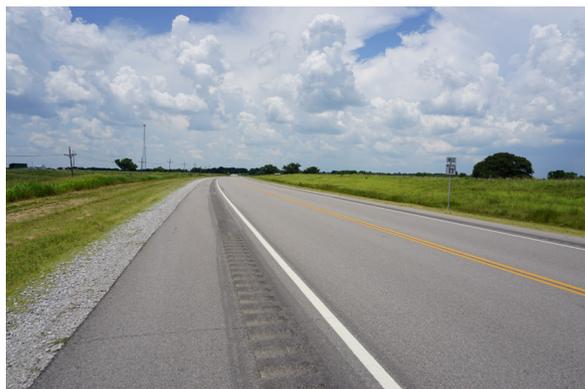


Figure 9. Unsuitable conditions for bicycles and pedestrians, Osage County, OK. Source: INCOG

<sup>1</sup> Federal Highway Administration, “Small Town & Rural Multi-modal Networks,” (2016).

<sup>2</sup> U.S. Department of Transportation, “Notice of Funding Opportunity for the Department of Transportation’s National Infrastructure Investments Under the Consolidated Appropriations Act,” (2018).

<sup>3</sup> League of American Bicyclists, Member Newsletter, Summer 2018.

<sup>4</sup> Oklahoma State Department of Transportation, “SAFE-T Collision Database,” Collision Table; generated by Chase Phillips; <https://www.oksafe-t.org>. (July 2018).



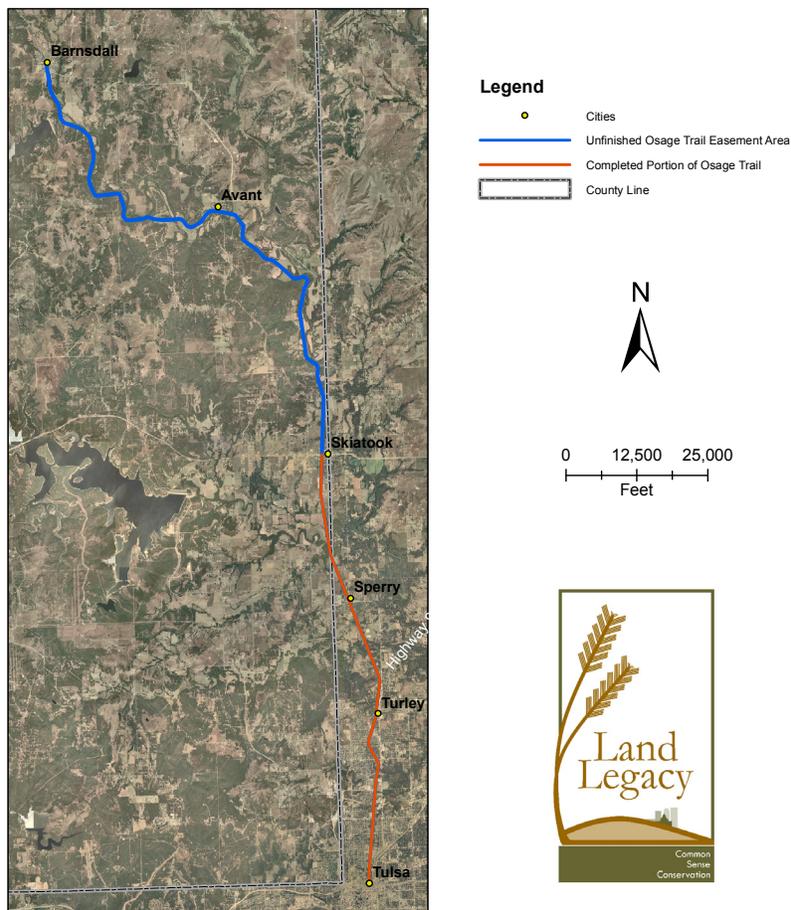


## 4.2 State of Good Repair

A total of 217 acres of the old Midland Valley Railroad ROW has been acquired by Land Legacy, a nonprofit conservation organization whose mission is to conserve, enhance and restore urban and rural lands. Land Legacy works with farmers and ranchers to acquire conservation easements through donation or purchase to preserve open spaces while still allowing for agricultural production. All conservation easements are voluntary yet legally binding. Land Legacy has preserved the Midland Valley ROW for the specific purpose of connecting the Osage Prairie Trail from Skiatook to Pawhuska.

### Osage Trail

35 Linear Miles, Osage & Tulsa Co., OK



Map 4. Owned rail ROW by Land Legacy.  
Source: Land Legacy







celebrity and food blogger who has followers all over the world. Her mercantile attracts up to 15,000 visitors a day and has helped put life back into downtown Pawhuska. The Osage Nation would like to take advantage of the economic drive the Pioneer Woman has created by routing the Osage Prairie Trail to the old train depot, which is near The Mercantile and where tourists on bicycles can stop and enjoy a refreshment and purchase items from local stores.

The Osage Nation also owns a 77-acre tract adjoining the planned Osage Trail, with a 27-acre Eco Park at the ground-breaking stage. These tracts lie just east of the 31-acre Midland Valley depot property. In addition, the proximity of Pawhuska to the Nature Conservancy's Tallgrass Prairie Preserve complements those looking for an extra adventure. The Tallgrass Prairie Preserve is the largest tallgrass prairie in the United States and is home to 2,500 free-ranging bison. The south entrance of the park is just north of Pawhuska.

In 2017 there were a total of 21,200 visitors to the preserve. These visitors could use the Osage Prairie Trail as a means to safely ride a bicycle to the communities of Barnsdall, Avant and all the way to Tulsa, spending money in towns and cities along the way.



Figure 14. Line outside the Pioneer Woman's Mercantile, Pawhuska, OK. Source: INCOG



Figure 15 Gateway to the Tallgrass Prairie Preserve, Pawhuska, OK. Source: INCOG









An innovative safety feature that can be included in the plans are 9-1-1 GPS mile markers. The mile markers will increase response time in the event of an incident along the 32.6 miles of planned trail.

For improved project delivery date, the Request for Proposal (RFP) will request the project be designed in Civil 3D for improved accuracy and more accurate construction bid documents. The RFP will also request that a LiDAR system be used when surveying the Midland Valley ROW. LiDAR stands for Light Detection and Ranging and is a remote sensing method that uses light in the form of a pulsed laser to measure distances. A LiDAR system reduces the overall project delivery time by 2-3 months. In addition, due to the nature of this project, there wouldn't be extraordinary permitting or approval needs as the project would qualify for a nationwide 404 permit and environmental categorical exclusion (Cat Ex).

#### 4.7 Partnership

Entity	Form of Support
<b>Osage Nation</b>	Support for legal research, history, design concept, integrating into the Eco Park.
<b>INCOG</b>	Support for GIS, mapping, analysis, public meetings as needed, consultant selection.
<b>Osage County</b>	Knowledge of land records, ROW.
<b>City of Pawhuska City of Barnsdall Town of Avant</b>	Assist with public meetings, citizen participation and notification.
<b>Land Legacy</b>	Knowledge of ROW from Skiatook to Barnsdall.
<b>Tulsa County</b>	Provide support for planning for a multi-jurisdictional trail and knowledge of maintenance.

Table 4.  
Source: INCOG



## 5 | Project Readiness

Once awarded, the tribe will reach out to INCOG, the Metropolitan Planning Organization that the Osage Nation is a member of, as evidenced by their attached support letter, to include the multi-use trail in the Transportation Improvement Program (TIP), State Transportation Improvement Program (STIP) and the Tribal Transportation Plan (TTP). Once this is complete and when construction funds become available, the tribe will be ready to let the project.

### 5.1 Project Schedule

Entity	Form of Support	Deliverables	Month
<b>INCOG</b>	Add Osage Prairie Trail Plans Project in the TIP and STIP.	-	Month 1-2
<b>Osage Nation</b>	Add Osage Prairie Trail Plans Project in the TTP	-	Month 2-3
<b>Osage Nation</b>	Release Request for Design Proposal.	Develop scope of work and advertise RFP, present recommendations to Osage Nation Congress.	Month 3
<b>Osage Nation</b>	Award Trail Design Contract.	-	Month 5
<b>Design Consultant</b>	Prepare engineering designs for review.	30% Plans Completion	Month 13
<b>Design Consultant</b>	Prepare engineering designs for review, conduct community meeting.	60% Plans Completion	Month 13-15
<b>Design Consultant</b>	Prepare engineering designs for review.	90% Plans Completion	Month 17-19
<b>Design Consultant</b>	Schedule Completion.	100% Plans Completion	Month 21-22

Table 5.  
 Source: INCOG



## 5.2 Required Approvals

The planning process for the multi-use trail will inform any NEPA reviews, approvals and permits needed for construction.

## 6 | Benefit Cost Analysis

The Benefit Cost Ratio for the planning grant lists the three benefits as the preservation of the ROW for a multi-use trail, creation of jobs and ecotourism.

Currently, the existing abandoned rail ROW is land not available for public use. Railroad ROW measures 100 feet wide, and the planned multi-use trail extension is for 32.6 miles. 18% of the cost benefit of the Osage Prairie Trail Planning Project is to conduct legal research and survey the existing ROW for public use for a safe transportation option. As mentioned under the Safety Merit Criteria, from 2007-2016 there were a total of 855 (this includes bicycle and pedestrian data) crashes along the planned corridor of the Osage Prairie Trail.

This application is requesting funds for a planning grant, which is the first step towards making this trail a realization. Once the Osage Nation and partners have secured funding for the construction of the multi-use trail, the number of pedestrian and bicycle crashes will decrease as the conflict points with automobiles will decrease. According to the National Cooperative Highway Research Program’s Report 552, “...on average respondents [of the survey] are willing to travel about 22 additional minutes if an

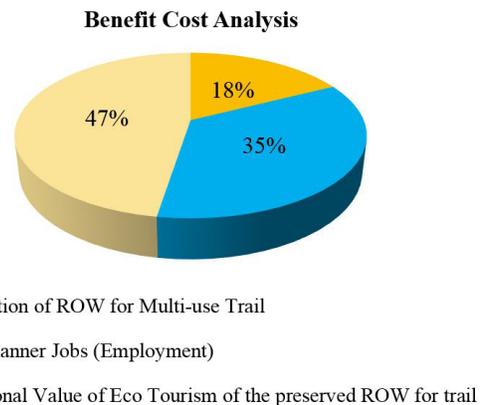


Figure 19. Multi-Use Trail, Sperry, OK.  
Source: INCOG



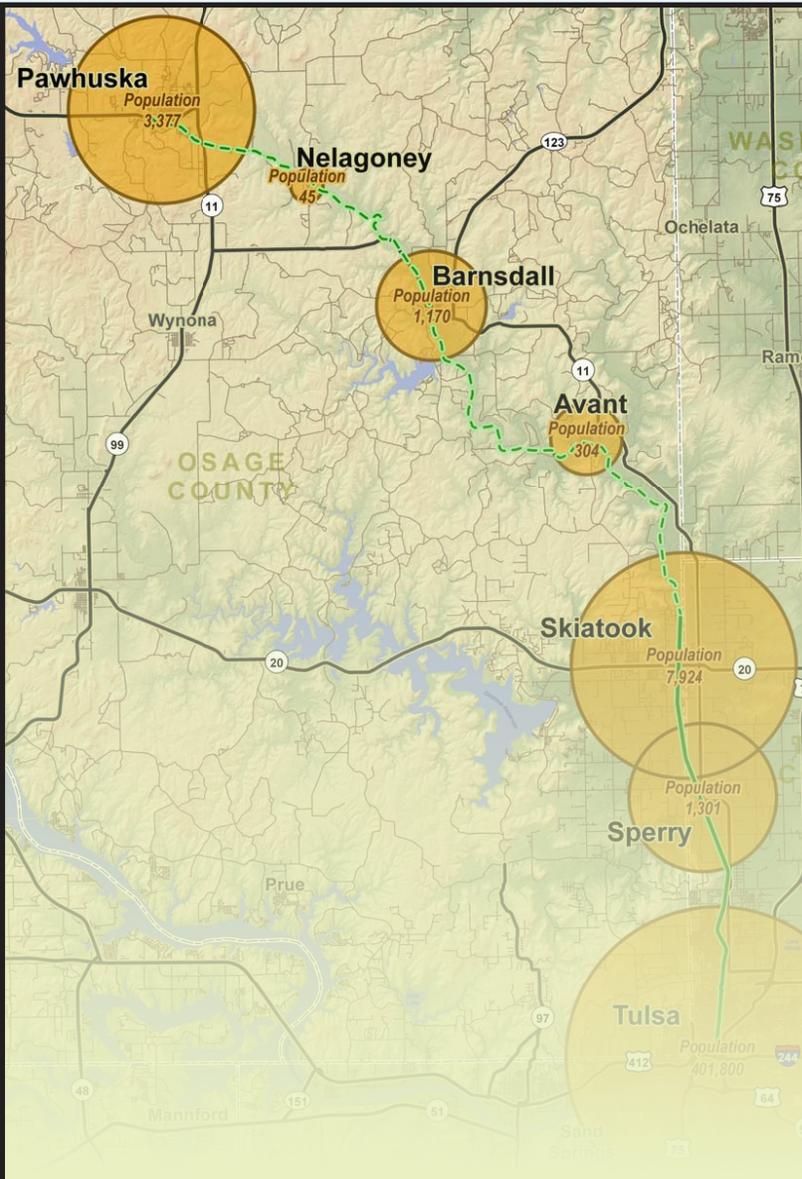
**Benefit Cost Analysis - OSAGE PRAIRIE TRAIL PLANS FROM SKIATOOK TO PAWHUSKA**

Net Present Value @ 7% Disc Rate	Costs				Benefits				Total Benefits	Benefit/Cost Ratio
	Preliminary Planning	Legal Research	Detailed Design & Specs	Total Cost	Preservation of ROW for Multi-use Trail	3 FTE Planner Jobs (Employment)	Promotional Value of Eco Tourism of the preserved ROW for trail	Total Benefits		
Net Present Value @ 3% Disc Rate										
2018	0	0	0	0	0	0	0	0	0	0
2019	\$ 100,000	0	0	0	0	0	0	0	0	0
2020	\$ 100,000	\$ 50,000	\$ 300,000	\$ 500,000	\$ 100,000	\$ 200,000				
2021	\$ 50,000	0	\$ 350,000	\$ 700,000	\$ 100,000	\$ 200,000				
2022	0	0	0	0	0	0				
2023	0	0	0	0	0	0				
2024	0	0	0	0	0	0				
2025	0	0	0	0	0	0				
2026	0	0	0	0	0	0				
2027	0	0	0	0	0	0				
2028	0	0	0	0	0	0				
2029	0	0	0	0	0	0				
2030	0	0	0	0	0	0				
2031	0	0	0	0	0	0				
2032	0	0	0	0	0	0				
2033	0	0	0	0	0	0				
2034	0	0	0	0	0	0				
2035	0	0	0	0	0	0				
2036	0	0	0	0	0	0				
2037	0	0	0	0	0	0				
2038	0	0	0	0	0	0				
2039	0	0	0	0	0	0				
2040	0	0	0	0	0	0				
2041	0	0	0	0	0	0				
2042	0	0	0	0	0	0				
2043	0	0	0	0	0	0				
2044	0	0	0	0	0	0				
2045	0	0	0	0	0	0				
2046	0	0	0	0	0	0				
2047	0	0	0	0	0	0				
2048	0	0	0	0	0	0				
	\$ 250,000	\$ 50,000	\$ 650,000	\$ 950,000	\$ 185,773.76	\$ 371,547.51	\$ 503,154.90	\$ 1,060,476.17	\$ 800,462.74	0.98



THE OSAGE NATION  
ᏊᏊᏊᏊᏊ

# Appendix



KA.SO.KA  
Geoffrey M. Standing Bear  
Principal Chief

**Osage Nation**  
Office of the Principal Chief

KA.SO.KA O.HA.DZA  
Raymond Red Corn  
Assistant Principal Chief



July 19, 2018

The Honorable Elaine Chao  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

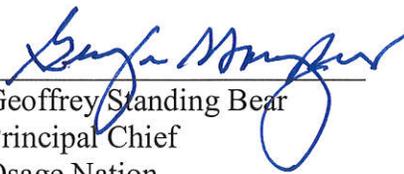
Dear Secretary Chao:

The Osage Nation is pleased to submit this application for the Osage Prairie Trail Plans-Skiatook to Pawhuska under the Better Utilizing Investments for Leveraging Development (BUILD) program. The request is for \$865,000 in federal BUILD grant for the Planning Project, which would leverage \$135,000 (15.6%) in matching funds (in the form of cash and in-kind). The Osage Nation will be the lead implementing agency with partnerships from Indian Nation Council of Governments (INCOG), Osage County, Cities of Pawhuska and Barnsdall, the Town of Avant, Land Legacy and Tulsa County.

This trail will connect rural communities located within the Osage Nation and Osage County to several rural town centers. A safe alternative route for pedestrians and people on bikes to get from residential subdivisions to the town centers is a service gap that currently exists in Osage County.

We believe the Project is a strong candidate for BUILD funding with the release of a Request for Design Proposal within three months of the award date. This project will provide a safer mode of transportation for Osage County. Please contact Christopher Standingbear, Grant Administrator, Osage Nation if you have further questions regarding this project application.

Sincerely,

  
\_\_\_\_\_  
Geoffrey Standing Bear  
Principal Chief  
Osage Nation



July 3, 2018

Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

The Indian Nations Council of Governments (INCOG) is pleased to join the Osage Nation as a partner to make the Osage Prairie Trail from Skiatook to Pawhuska a reality.

As the Metropolitan Planning Organization for the region, INCOG championed the development of the existing Osage Trail, which is Oklahoma's longest rail-to-trail project, and extends from downtown Tulsa to Skiatook. The Osage Nation is working to extend the multi-use trail from its existing terminus in Skiatook to the central business district of Pawhuska. This grant will assist with funding for conceptual and final design plans for the trail extension to Pawhuska, home to the County Seat of Osage County and the headquarters of the Osage Nation.

INCOG understands the importance of creating safe routes for rural Oklahoma. Bringing people and communities together has been the mission of INCOG for over fifty years. The Osage Prairie Trail will connect some of the most rural parts of Northeast Oklahoma including the small towns of Pawhuska, Barnsdall, and Avant with Skiatook and provide a safe alternative for active transportation.

Improving safety for all modes of transportation is a commitment INCOG takes seriously. Over half of crashes occur in rural areas while just under 20% of the population lives in rural America. Even one crash is too many. This multi-use path will help mitigate crashes by decreasing the conflict zones between bicycle/pedestrians and automobiles.

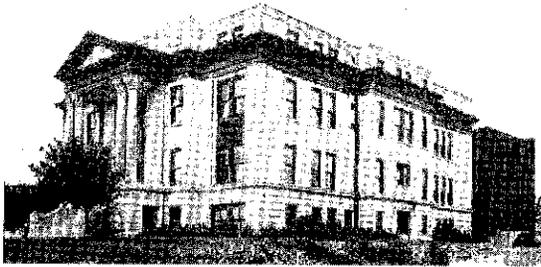
INCOG's knowledge gained by participating and planning the design of other multi-use trails in the region will be shared with the Osage Nation. We will also enthusiastically provide support in the form of GIS, mapping, analysis, consultant selection and public meetings as needed. To this end INCOG will provide \$35,000 of in-kind staff support as match for the project. In addition, INCOG is ready to include the multi-use trail in the TIP and STIP.

We look forward to partnering with the Osage Nation and the USDOT to move this project forward.

Sincerely,

A handwritten signature in black ink that reads "Rich Brierre".

Rich Brierre  
Executive Director



**OSAGE COUNTY COMMISSIONERS  
P.O. BOX 87  
PAWHUSKA, OKLAHOMA 74056**

**COMMISSIONERS:  
JERRY HOWERTON  
918-287-1570  
1ST DISTRICT, PAWHUSKA  
KEVIN PASLAY  
918-396-2747  
2ND DISTRICT, SKIATOOK  
DARREN MCKINNEY  
918-642-5217  
3RD DISTRICT, FAIRFAX**

July 9, 2018

Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

Osage County is pleased to submit a letter of support for a planning grant for the continuation of the Osage Prairie Trail from Skiatook to Pawhuska. The connection of the Tulsa urban corridor through Tulsa County all the way to Pawhuska in Osage County would be a transportation and economic asset to this region of Oklahoma.

Osage County is a rural county, and recent FHWA studies have shown rural populations are one of the most vulnerable populations for automobile crashes. Only 19% of the nation's population lives in rural areas, 49% of all traffic fatalities occur on rural roads. Rural Oklahoma is no different. The Osage Prairie multi-use trail will connect the small towns of Pawhuska, Avant, Barnsdall and Skiatook, centers of economic development in Osage County. The trail will provide a safe alternative for active transportation and will be moving people off of our two-lane highways.

In addition to improving safety, this trail has the potential to promote economic development in Osage County by taking advantage of the burgeoning eco-tourism market which is estimated to generate \$97 billion in retail spending per year by tourists, and often in small-town America. The Osage Nation has already invested in this project by purchasing 47 acres to build Bird Creek Farms Eco Park.

I know you'll agree our nation's transportation infrastructure needs continued investment to remain economically competitive, even alternative transportation options such as a multi-use path. I fully support the Osage Nation in its endeavor for a planning grant, and I hope USDOT partners with the Osage Nation to move the project forward.

Regards,

Jerry Howerton  
Osage County Commissioner, District 1

Kevin Paslay  
Osage County Commissioner, District 2

Darren McKinney  
Osage County Commissioner, District 3



## Board of County Commissioners

Tulsa County Administration Bldg.  
500 South Denver  
Tulsa, Oklahoma 74103-3832  
918.596.5015

**KAREN KEITH**  
DISTRICT 2

July 3, 2018

Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

Tulsa County is pleased to submit a letter of support for a planning grant for the continuation of the Osage Prairie Trail from Skiatook to Pawhuska. The connection of the Tulsa urban corridor all the way to Pawhuska in Osage County would be a transportation and economic asset to this region of Oklahoma.

The existing portion of the trail that connects downtown Tulsa to Skiatook has become a safe transportation corridor for north Tulsa County, an area that has a low percentage of household vehicle ownership. In addition, in the evenings, the trail is often used for recreational purposes, which helps improve the high rate of poor health outcomes for this area.

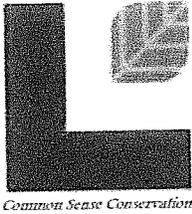
As Board Chair of INCOG, the Tulsa regional metropolitan planning organization, I fully support the mission of the organization, to bring people and communities together by creating safe transportation corridors for all modes. Even one bicycle or pedestrian crash is too many, and the expansion of this trail will help decrease the crash rate by eliminating points of conflict with vehicles.

As a Tulsa County Commissioner, the Tulsa County will support Osage County and the Osage Nation by sharing our knowledge of planning and implementing a multi-jurisdictional trail. I hope USDOT partners with the Osage Nation to move the project forward. Please let me know if I can be of further assistance.

Regards,

Karen Keith

Tulsa County Commissioner, District 2  
INCOG, Board Chair



July 8, 2018

Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

Land Legacy is pleased to submit a letter of support for a planning grant for the continuation of the Osage Prairie Trail from Skiatook to Pawhuska. Land Legacy is a 501(c)3 Land Trust organization whose mission is to conserve and enhance rural and urban landscapes, thereby improving the quality of life.

The existing Osage Prairie Trail from Tulsa to Skiatook is a transportation and economic asset to the community. Not only that, but it provides a natural environment for recreational purposes. Land Legacy has been an integral part of creating the existing section of the Osage Prairie Trail from Tulsa to Skiatook, and we are committed to the continuing the trail to Pawhuska by partnering with the Osage Nation.

Land Legacy owns 17 miles of the old Midland Valley railroad right-of-way. We acquired this property with the intention of gifting it to a government entity when the time came for expansion of the trail.

Land Legacy fully supports the Osage Nation in its endeavor for a planning grant, and I hope USDOT partners with the Osage Nation to move the project forward. Please let me know if I or my staff can be of any further assistance as you consider this exceptional project.

Regards,

Michael Patton

Land Legacy, Executive Director



July 12, 2018

Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

The City of Pawhuska supports the Osage Nation's leadership in continuing the Osage Prairie Trail from Skiatook to Pawhuska.

Pawhuska is located in the heart of Osage County and is considered the gateway to the Tallgrass Prairie Preserve. According to the U.S. Census, in 2017, the estimated population of Pawhuska was 3,377.

As a rural community, we would greatly benefit from this multi-use trail passing through our town. Of the three main roads that go through Pawhuska, two of them are two-lane highways. These highways are dangerous for our residents who, out of necessity, sometimes have to walk or ride a bicycle on them. Osage County is a rural county, and therefore some of the housing developments are just outside Pawhuska City limits, and the only connection to vital services such as grocery stores and schools is via these two-lane highways.

In addition, this multi-use trail will assist with creating an eco-tourism economy for Pawhuska. We already have the Tallgrass Prairie Preserve just to our north and the Osage Nation's eco-park east of town. Tourists will be starting their eco-vacations in Tulsa and ride the trail through rural Osage County to the terminus in Pawhuska.

Sincerely,

  
Larry Eulert  
City Manager, City of Pawhuska

# City of Skiatook

P O Box 399, Skiatook, OK 74070 - (918) 396-2797 - FAX (918) 396-3300

July 3, 2018

Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

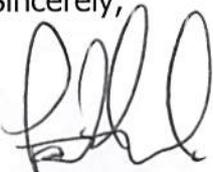
The City of Skiatook would like to support the Osage Nation's BUILD planning grant application for the continuation of the Osage Prairie Trail. This trail currently connects the rural town of Skiatook, a population of 7,924, to the Tulsa urban area with a population of 812,834.

Skiatook's population has benefited from this existing trail by providing people of all ages a safe mode of transportation to Skiatook's Central Park, schools and the library. Along with safer transportation options, residents of Skiatook use the trail for fitness purposes to improve their overall health & wellness which will decrease healthcare costs over the long run.

In addition, on the weekends, there are recreational cyclists that ride their bikes up to Skiatook from Tulsa and purchase refreshments at Skiatook's convenience stores, which benefits our local economy. The extension of the Osage Prairie Trail through Osage County to Pawhuska would increase eco-tourism and benefit Skiatook even more. In fact, Skiatook believes this connection is so vital for our region that we applied for and received TAP funding to construct the trail north of Hwy 20 for approximately 2 miles. The match funding for this came from a voter approved Vision Tulsa County tax package. This shows that Skiatook residents that live in Tulsa County support an increase in multi-modal transportation facilities.

The City of Skiatook fully supports the Osage Nation in their efforts to create a more livable, walkable and economically viable rural region for Osage County through this grant. We hope USDOT will recognize the need for the continuation of the Osage Prairie Trail.

Sincerely,



Patrick Young  
Mayor, City of Skiatook

**TOWN OF AVANT**  
**PO Box 147**  
**Avant, OK 74001-0147**

**Phone: 918-263-3205**

**Fax: 918-263-1083**

July 9, 2018

Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

The Town of Avant supports the Osage Nation's leadership in continuing the Osage Prairie Trail from Skiatook to Pawhuska.

Avant is a rural town in Osage County with a population of 304. We support the Osage Nation's request for funding to plan the extension of the Osage Prairie Trail from Skiatook to Pawhuska on the old Midland Valley railroad. The old railroad line runs to the south of Avant near the town center.

Multi-use trails have shown not only to provide safe transportation corridors for bicycles and pedestrians by providing an opportunity for separating them from vehicles, but they have also shown to boost economies of rural communities. Eco-tourists who use these trails tend to stop in small towns and purchase goods such as refreshments or any other items they need for their trip.

In addition, the Osage Prairie Trail will also benefit the health of Avant. The Oklahoma State Department of Health shows a high level of obesity and diseases associated with inactivity such as diabetes and heart disease in Osage County. Residents of Avant will be able to use the Osage Prairie Trail for physical activity which will increase our health outcomes for the better.

Should the Osage Nation request support for public meetings in Avant during the planning phase, the Town of Avant will certainly help as we understand the importance this trail will provide to our town. We hope USDOT will also recognize the need for the continuation of the Osage Prairie Trail through Osage County.

Sincerely,



James Monk  
Vice Mayor, Town of Avant

**CITY OF BARNSDALL  
BARNSDALL, OKLAHOMA 74002**

Russell Hayman, Mayor  
Lisa Yarber, City Clerk  
Paulette Thompson, City Treasurer

Drawer 879  
Phone (918) 847-2980  
Phone (918) 847-2795  
Fax (918) 847-3909

July 9, 2018

Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Chao:

The City of Barnsdall supports the Osage Nation's leadership in continuing the Osage Prairie Trail from Skiatook, through Barnsdall and terminating at Pawhuska.

Barnsdall, population 1,316 is an incorporated rural community in eastern Osage County. Our town is located approximately 16 miles southeast of Pawhuska and 40 miles north of Tulsa on Hwy 11.

As a rural community, we would greatly benefit from the Osage Prairie Trail, a multi-use path passing through our town. Highway 11 is the main artery that runs through the center of our downtown and connects houses on the outskirts of town to schools, Dollar General and jobs. This two-lane highway is dangerous for our residents who, out of necessity, have to walk or ride a bicycle on them. The Osage Prairie trail would increase transportation safety for our town by separating pedestrians and people on bikes from fast moving vehicles.

We are also fully supportive of the Osage Nation's plan to use these grant funds to plan for fiber optic cables for broadband. As a rural community, most of our residents do not have broadband. Broadband access can help our students save up to \$600.00 annually by using materials from the internet instead of purchasing hard copies, and 79% of Americans search for jobs online. Barnsdall does have a library with internet access, but the hours are limited.

Again, the City of Barnsdall would like to reiterate our support for the Osage Nation's planning grant application to continue the Osage Prairie Trail. Barnsdall sees this trail as a safe transportation option, economic generator, a form of recreation for our citizens and an innovative method to expand technology to our town.

Sincerely,

A handwritten signature in cursive script that reads "Russell B. Hayman". The signature is written in dark ink and is positioned above the printed name.

Russell Hayman  
Mayor, City of Barnsdall