

### Project Requirements

The table below illustrates how the Roosevelt Memorial Bridge will meet the statutory requirements of the MEGA and INFRA programs. ODOT has opted out of consideration for the Rural program for this Project. The majority of the information can be found in other sections of this application. Those sections are cross referenced where applicable.

Statutory Selection Requirements		
23 U.S.C. 117 INFRA	49 U.S.C. 6701 Mega	Evaluation
(1) The project will generate national, or regional economic, mobility, or safety benefits	(1) The project is likely to generate national or regional economic, mobility, safety benefits	<p>Economic benefits: See <b>Section 3 of Outcome Criteria</b> for a description of improvements to travel times and reliability and access to federal recreational lands.</p> <p>Mobility benefits: See <b>Sections 3, 4 and 5 of Outcome Criteria</b> for a description of multimodal mobility improvements.</p> <p>Safety benefits: See <b>Section 1 of Outcome Criteria</b> for a description of significant collision reduction due to adding lanes, shoulders, lighting, median barrier, and rumble strips. Collisions are expected to be reduced below the statewide average. Pedestrian/bicycle safety will also be improved.</p>
(2) The project will be cost effective	(2) The project will be cost effective	The BCA ratio for the project is 2.27, derived primarily from safety improvements and travel time savings from detour avoidance. See <b>BCA Memo</b> .
(3) The project will contribute to 1 or more of the national goals described under Section 150	<i>No statutory requirement</i>	<p>The Project will contribute to all national goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The following sections of the <b>Outcome Criteria</b> can be referenced for more detail:</p> <p>Safety: <b>Section 1 &amp; BCA Memo</b>                      Infrastructure Condition: <b>Section 2</b>                      Congestion Reduction: <b>Section 3 &amp; BCA Memo</b>                      System Reliability: <b>Section 3</b>                      Freight Movement and Economic Vitality: <b>Section 3</b>                      Environmental Sustainability: <b>Section 4</b>                      Reduced Delivery Delays: <b>Section 6 and Project Readiness</b></p>

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(4) The project is based on the results of preliminary engineering	<i>No statutory requirement</i>	<p>The following preliminary engineering activities have been completed and are documented in the Preliminary Engineering Report for the project available at <a href="#">ODOT Roosevelt Bridge</a>:</p> <ul style="list-style-type: none"> <li>• Topographic Surveys</li> <li>• Metes and Bounds Surveys</li> <li>• Geotechnical Investigations</li> <li>• Hydrologic Analysis</li> <li>• Traffic Studies</li> <li>• Financial Plans</li> <li>• Hazardous Materials Assessments</li> <li>• General estimates of the types and quantities of materials</li> <li>• Other work needed to establish parameters for the final design.</li> </ul>
(5) 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	(3) With respect to non-federal financial commitments, 1 or more stable and dependable sources are available to construct, operate, and maintain the project, and to cover cost increases	<p>All funding proposed for the Project is stable, dependable, and dedicated to this specific project. A complete breakdown of the sources and uses of funds is provided in the <b>Budget Narrative</b>. ODOT’s letter of funding commitment is attached to this application and indicates the commitment to provide \$77.7 million in state funds towards construction of the project. All cost estimates in this application include a 20% contingency. ODOT has included the project in its 8 Year Work Plan and remains committed to adjusting as needed to meet all MPDG and statutory deadlines for funding obligation and expenditure. ODOT has consistently seen a contract growth of less than 3%, which is covered by other formulas federal funds or Oklahoma State ROADS funds. ODOT is responsible for maintenance for on-system facilities throughout the state. As such, ODOT has a \$500M 4-Year <a href="#">Asset Preservation Plan</a> which is both federally and state funded to address pavement and bridge condition throughout the state</p>

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(6) The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor	(4) The project is in significant need of Federal funding	<p>Currently the Project is included in ODOT’s <a href="#">8-Year Construction Work Plan</a> (CWP) but is not fully funded. The \$220 million construction cost represents two years of the entire budget for ODOT’s District 2 in which the project is located. Without the MPDG or other federal grant funding, this project would not start until 2029 at the earliest and would take many additional years to construct. ODOT would have to construct the project in phases in order to not delay other projects in the CWP. This would increase overall cost as the project would take more time and be subject to inflationary risk.</p> <p>Safety features such as sidewalk, lighting, and median barrier may be eliminated to reduce cost, resulting in less of a safety benefit.</p>
(7) The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project	<i>No statutory requirement</i>	The expected obligation date is March 2025 and construction is anticipated to start soon afterwards, April of 2025. The complete schedule is in the <b>Project Readiness</b> section.
<i>No statutory requirement</i>	(5) The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project.	See the discussions of Environmental Risk and Technical Capacity in the <b>Project Readiness</b> Section. All funding for the project has been identified and ODOT is committed to providing 31% state funds for the Project.
<i>No statutory requirement</i>	(6) 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.	The <b>MEGA Data Plan</b> is attached to this application.