

Project Budget

The anticipated future project cost for the US-75/W. 81st Street Interchange Project is \$26.56 million, which is based on a 65% level of design and a 15% contingency. This amount is for construction only and does not include previously incurred expenses. Right-of-way acquisition and any necessary utility relocation will also occur prior to funding obligation, so these costs are not included in the amount above. **Table 1** below shows how each source of funds will be spent.

Table 1: US-75/W. 81st Street Interchange Sources and Uses of Funds

USE OF FUNDS	SOURCES OF FUNDING (in \$1,000s)				
	ODOT State Funds	City of Tulsa Funds	Other Federal Funds	BUILD Funds	Total Future Project Cost
Construction					
New US-75 Bridges	\$1,723	\$0	\$2,360	\$3,575	\$7,658
Temporary Bridges	\$100	\$0	\$150	\$225	\$475
Diverging Diamond	\$3,015	\$0	\$4,085	\$6,200	\$13,300
W. 81st St. Widening & Sidewalks	\$0	\$2,423	\$2,700	\$0	\$5,123
TOTAL	\$4,838	\$2,423	\$9,295	\$10,000	\$26,556
Percent	18%	9%	35%	38%	100%

ODOT is requesting \$10 million in BUILD funds, or 38% of the total future project cost. Other federal funds will total \$9.3 million, including \$2.7 million in Surface Transportation Block Grant (STBG) funding from the City of Tulsa, and \$6.6 million from ODOT’s federal aid allocation. These other federal funds make up 35% of the total future project cost. Therefore, the total federal share for this project is 73% as allowed by statute. The remaining 27% of the funding will come from local sources; \$2.4 million from City of Tulsa’s Improve our Tulsa general obligation bonds, and \$4.8 million from ODOT’s appropriated state funds. Documentation of these funding commitments is included with this application. None of the funds included in the budget above will be spent prior to BUILD funding obligation; therefore, all funds are eligible for reimbursement. The potential for cost overruns is known and is built into the 15% contingency still remaining in the project budget. Should costs exceed the contingency amount included in the estimates, ODOT District 8 will shift funds from other projects in the 8-Year Plan programmed in later years. Funding imbalances are addressed yearly when the 8-Year Plan is updated. Historically, ODOT has consistently been under 3% overruns for construction projects.

All matching funds are encumbered in the current STIP and available for the project. In addition, ODOT has included the project in its [FFY 2025-2032, 8-Year Construction Work Plan](#). (Figure 1). This Plan is updated yearly and is based on a systematic evaluation of ODOT’s State-Aid and Federal-Aid revenues and expenditures. Projections only address funding that has been historically and/or categorically committed to State, Federal, and Interstate highway system improvements. Federal aid projections include a 7.5% overstatement to avoid any potential loss of future Federal-

Aid funds due to under programming. The 8 Year Plan is flexible and can be adapted as Federal-Aid amounts vary based on Congressional budgeting. ODOT remains committed to adjusting as needed to meet all BUILD and statutory deadlines for funding obligation and expenditure.

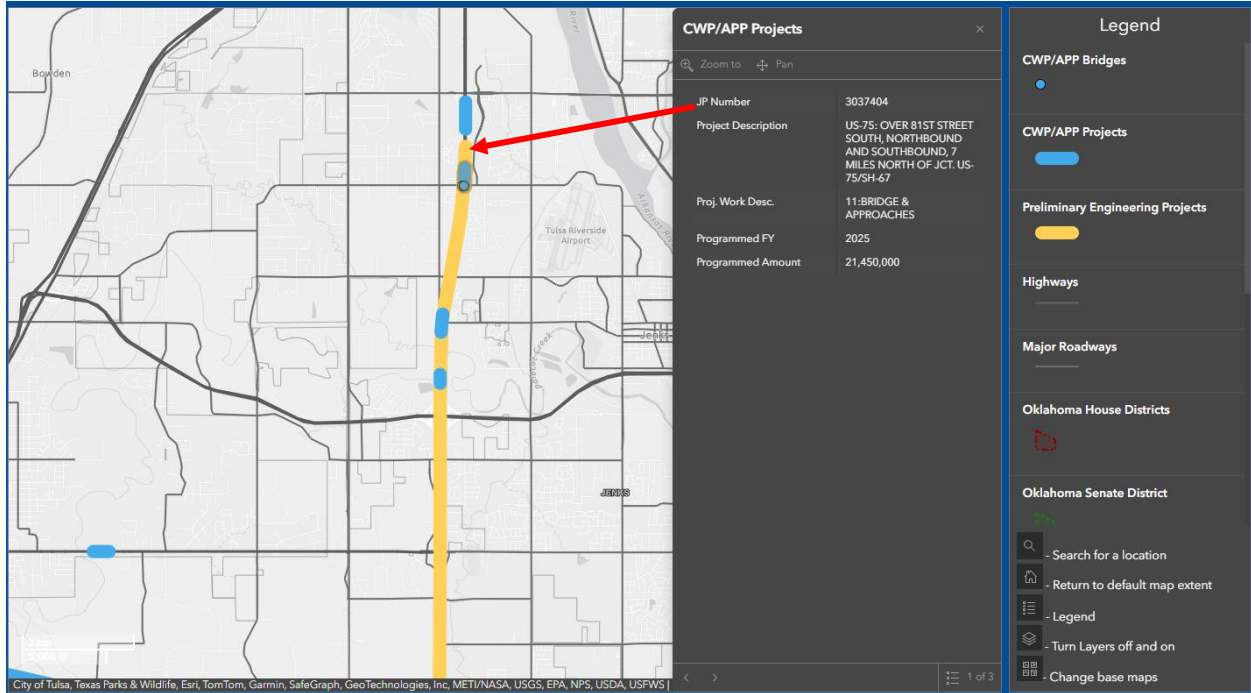


Figure 1: US-75/W. 81st Street Interchange in ODOT's 8-Year Construction Work Plan (Programmed FY 2025)

Tables 2-4 contain the overall funding share by source of funds, by 2020 census tracts, and by urban/rural area.

Table 2: US-75/W. 81st Street Interchange Funding by Source (\$Millions)

FUNDING SOURCE	US-75/W. 81st Street Interchange	
	Amount (\$million)	Percent Share
BUILD Funds	\$10.00	38%
Other Federal Funds	\$9.29	35%
Non-Federal Funds	\$7.26	27%
TOTAL	\$26.55	100%

Table 3: US-75/W. 81st Street Interchange Funding by 2020 Census Tract (\$Millions)

2020 Census Tract Tulsa County	Project Costs Per Census Tract
67.12	\$10.71
67.13	\$15.84
TOTAL	\$26.55

Table 4: US-75/W. 81st Street Interchange Funding by 2020 Urban/Rural Area (\$Millions)

Urban/Rural	Project Costs
Urban	\$21.19
Rural	\$5.36
TOTAL	\$26.55