The purpose of this meeting is to inform and update the Working Group of the accomplishments and progress made since the last meeting and to discuss any necessary coordination or other needs of the project.

1. **Introduction** – Gene Wyckoff, Poe & Associates
2. **Welcome** – Tim Gatz, Secretary of Transportation
3. **Project Overview** – Joe Echelle, OTA
4. **Financing Plan Update** – Jordan Perdue, OTA
5. **Project Progress Update** – Joe Echelle, OTA
6. **Closing Comments**
7. **Adjourn**
The Project is a planned extension of the existing expressway and transportation system in the Tulsa region and will complete a segment of the network between I-44 and US-412.

The Project is located in the I-44 corridor, a major east-west freight route and is close to the I-35 corridor connecting Dallas, Houston and the Gulf of Mexico.
Purpose and Benefits of the Gilcrease Expressway

- **Purpose**
  - Completes west “beltway”- like north, east, and south transportation systems
  - The current transportation system is inadequate for balanced and efficient movement of goods, people and services in this area
  - Lack of highways and river crossings limit mobility
  - Insufficient multimodal access to employment centers

- **Benefits**
  - Better access to developments in the immediate vicinity
  - Better access to regional destinations
  - Improves public safety access for the region
  - Provides transportation choices for improved access
  - Promotes economic opportunity
  - Reduces load on inner dispersal loop
  - Utilizes resources efficiently (direct routes, “beltway”)
The Project is an approximately 5 mile, fully functional four lane divided tolled highway connecting I-44 to US-412.

Design features include:

- 22 bridges
- Four interchanges on the tolled highway located at W 51st St S, W 41st St S, W 21st St S, & US-412
- Four lane divided toll road, design speed 70 mph
- 22 bridges including two bridges (one in each direction) over the Arkansas River
- Parallel 10ft wide multi-use trail

- All electronic tolling with 3 gantries accommodating PIKEPASS and PlatePay technology
Financial Status
## Key Milestones To Date

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>04/19/10</td>
<td>Gilcrease Expressway added to authorized Authority turnpikes by State Legislature</td>
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<tr>
<td>3/28/17</td>
<td>Authority adopts a resolution to complete the Project and accept right-of-way from City of Tulsa</td>
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<tr>
<td>1/2/18</td>
<td>RFI issued</td>
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<tr>
<td>5/22/18</td>
<td>Authority accepts Public Sector Comparator and authorizes Project to be procured as Build-Finance</td>
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<tr>
<td>5/30/18</td>
<td>ODOT GARVEEs issued</td>
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<tr>
<td>6/1/18</td>
<td>Authority submitted TIFIA Letter of Interest</td>
</tr>
<tr>
<td>3/12/19</td>
<td>Approval of Gilcrease NEPA Reevaluation</td>
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<tr>
<td>4/17/19</td>
<td>Final Request for Proposals with Draft Project Agreement issued to shortlisted Proposers</td>
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<tr>
<td>7/23/19</td>
<td>Approval of Project Company AECOM/Duit</td>
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<tr>
<td>10/23/19</td>
<td>Authority submitted TIFIA Application</td>
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<tr>
<td>1/15/20</td>
<td>Authority and Project Company executed Project Agreement</td>
</tr>
<tr>
<td>1/30/20</td>
<td>Project Company closed on $125M Private Activity Bonds</td>
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<tr>
<td>5/8/20</td>
<td>Authority received approval of $120M TIFIA Loan</td>
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Financial Commitments to the Project

- City of Tulsa
  - Purchased $17.2 million in ROW which will be conveyed to the Authority
  - $4.9 million in preliminary engineering costs (costs already incurred)

- Oklahoma Department of Transportation
  - Issued GARVEE bonds with approximately $71 million of proceeds available for Project costs
  - ODOT and the Authority have entered into an MOU which provides a process by which GARVEE proceeds are advanced to the Authority for Project costs
  - Expended all GARVEE proceeds in September 2020

- Indian Nations Council of Governments
  - Committed to transfer $6 million annually to pay the debt service on GARVEEs issued by ODOT through their 15 years maturity

- Gilcrease Developers
  - $125 million Private Activity Bonds to be used for construction progress payments

- The Authority
  - The Authority’s contributions to the Project are limited to Public Funds and legally available moneys on deposit in the System General Fund
  - The Authority has committed $138.5 million of System General Fund moneys during construction to fully fund Project development and construction costs
On May 8, 2020 the Authority closed on a TIFIA loan up to $120,116,133

Rated Baa3 by Moody’s and BBB- by S&P

Interest rate of 1.35%

34 Year Term with first P&I Payments on 1/1/2026

The loan will be a single disbursement drawn upon achievement of Substantial Completion

TIFIA proceeds to be used for partial repayment of Project Company’s $125 million PABs
Project Progress Update
Pre-Construction

- **Major Environmental Approvals – COMPLETE**
  - 2000 – Initial Environmental Assessment (EA) approved by FHWA
  - 2005 & 2014 – Reevaluations of the EA were completed
  - March 2019 – Additional reevaluation of the EA to authorize construction
  - November 2019 - Section 404 permit approved by US Army Corps of Engineers

- **Right-of-Way Acquisition – COMPLETE**
  - Significant portion of ROW previously acquired by the City of Tulsa
  - OTA Acquired remaining parcels
  - Agreements in progress to transfer ROW upon completion of construction

- **Utility Relocation – COMPLETE**
  - Coordination with 14 different utilities
  - 78 total locations requiring utility relocation
  - City of Tulsa water & sewer relocation ongoing within roadway contract
Construction – 6 Month Look BACK

- Work started on January 30th, 2020
- Third party issues were the challenge during the initial ground disturbing activities
  - Existing utility relocations were ongoing
  - Abandoned oil/water wells were encountered
  - Buried household debris was uncovered
  - Archaeological Monitoring / Discoveries
- Initial construction focused on:
  - Bridge Foundations/substructures (22 span bridges)
  - Mass haul for embankments (3.4 million CY)
  - Drainage Structures
  - Water/Sewer relocations
- By July 1, most of the third party issues had been resolved
  - The pace of construction increased to earnings of $12 million/month +/-
- Today is day 306 of the 865 day proposal to reach substantial completion. (35% of time elapsed)
- Earnings to date are estimated at $102 million of the $259.3 million contract. (39% of the contract has been earned)
W 51st Street Detour
Berryhill Creek Bridge

Compensatory Storage

57th W Avenue

Berryhill Creek

OKLAHOMA Turnpike Authority
W 21st St Bridge & S 57th W Ave Detour
Arkansas River Bridge
Arkansas River Bridge
Arkansas River Bridge
Harlow Creek & US-412
Archeological Site
Construction – 6 Month Look AHEAD

- Items to Complete:
  - Water/sewer line relocations
  - Drainage Structures
  - Embankments
  - Bridge Substructures

- Begin concrete paving in February, between 41st and 51st

- Continuous work on Bridge superstructures
  - Deliver/Set beams (Temporary road closures)
  - Cast bridge decks
Current Road Closure / Detour Map

LOCAL ROAD CLOSURE
KATY TRAIL
CLOSURE DATE: AUGUST 3, 2020
DURATION: 365 DAYS

LOCAL ROAD CLOSURE
W 2ND ST S
CLOSURE DATE: AUGUST 3, 2020
DURATION: SPRING 2022

LOCAL ROAD CLOSURE
S 57TH W AVE ~ BETWEEN W 1ST & W 22ND ST
CLOSURE DATE: OCTOBER 26, 2020
DURATION: 30 DAYS

LOCAL ROAD CLOSURE
W 31ST ST S ~ BETWEEN S 57TH W & S 53RD W
CLOSURE DATE: JULY 27, 2020
DURATION: THROUGH DECEMBER 31, 2020

LOCAL ROAD CLOSURE
W 51ST ST S ~ BETWEEN S 57TH W & S 53RD W
CLOSURE DATE: NOVEMBER 2, 2020
DURATION: 365 DAYS - WITH 2-WAY DETOUR
Road Closure Updates:
- www.DrivingForwardOK.com/Gilcrease-expressway
- OTA Facebook Page
- @OKTurnpike on Twitter
- Tulsa County Facebook Page
- @TulsaCounty on Twitter

Copy of This Presentation:
- Slides will be posted to Gilcrease website
- www.DrivingForwardOK.com/Gilcrease-expressway

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GILCREASE EXPRESSWAY PROJECT