

# FFY 2024 – 2027 Transportation Improvement Program

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For the Tulsa Transportation Management Area



Proposed for approval and endorsement by the INCOG Board of Directors 12/12/2023

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## **Contacting INCOG**

The *Transportation Improvement Program* is occasionally updated or amended. If you have questions or would like the most current information, please contact the INCOG Transportation Planning Division.

**Phone: 918-584-7526**

**E-mail: [transportation@incog.org](mailto:transportation@incog.org)**

**Web Page: [www.incog.org/Transportation](http://www.incog.org/Transportation)**

**Address: 2 West 2<sup>nd</sup> Street, Suite 800, Tulsa, OK, 74103**

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## Introduction & Background

The Tulsa metropolitan region's changing pattern of land development and travel demand requires a continuous program of managing and improving the area's surface transportation system. The availability of good surface transportation facilities and services has always been one of the major factors affecting industrial location, commercial activity, and residential development in a changing metropolitan environment. In fact, the transportation system plays a central role in the lives of the citizens of the region as they go about their daily business and activities. If the metropolitan area is to enjoy an enhanced quality of life and maintain a competitive position both regionally and nationally, a transportation improvement program is necessary to assure that the transportation system is positioned to make a positive contribution.

The Federal Fiscal Year (FFY) 2024 – 2027 Transportation Improvement Program (TIP) presents a program of improvements to the surface transportation system within the Tulsa Transportation Management Area (see map on page 9) to be implemented with federal funds. The projects, which have a combination of federal, state, and local funding sources, cover a wide range of transportation modes, including streets and highways, public transportation, bicycle and pedestrian facilities, and airport improvements. Planned improvements include new construction; expansion of existing services and facilities; operation, maintenance and reconstruction of existing facilities; efficiency improvements to increase the effectiveness of existing transportation investments; and projects specifically identified for their ability to maintain the Tulsa area's "clean air" status.

The TIP was prepared by INCOG, the Metropolitan Planning Organization (MPO) for the Tulsa Transportation Management Area (TMA), under the guidance of the Transportation Policy Committee (TPC) and the Transportation Technical Committee (TTC). It represents a cooperative effort between INCOG and its member governments in the Tulsa area, The Metropolitan Tulsa Transit Authority (MTTA), and the Oklahoma Department of Transportation (ODOT).

The TIP serves as a short-range implementation program, identifying projects to be initiated during the upcoming four-year period. Additionally, the TIP is used as a program management tool, to gauge progress toward implementing transportation plans for the region. Specifically, improvements contained within the TIP must be consistent with approved transportation plans, primarily the Regional Transportation Plan (RTP), and the Tulsa Metropolitan Area Major Street and Highway Plan (MSHP), and should reflect progress toward implementation of the plans in light of the overall transportation goals of the metropolitan area.

The TIP is a program of projects for which funding is expected to be available. As a result, the *TIP* reflects the transportation improvements priorities of the region, given the resources available. The Program Detail on page 4 lists, by funding program, the total funds expected and programmed from all sources (federal, state, and local).

## TIP Document Organization

The TIP is intended to provide technical information that transportation professionals use in a format that is understandable by anyone interested in surface transportation improvements in the region. To accomplish this, some key features should be noted.

The projects are grouped by year and within each year they are grouped by County in alphabetical order and then by Job Number.

Summaries of funding by program for each year follow the project listings

Because the TIP is a dynamic document, being updated or occasionally amended, a page has been included at the front with information on contacting INCOG's Transportation Division

Finally, the list of projects will be included in the Programs/Projects section on the web page ([www.incoq.org/transportation](http://www.incoq.org/transportation)), and will be updated as often as necessary.

## The TIP's Relationship to the Metropolitan Transportation Plan

Connected 2050 is INCOG's current Metropolitan Transportation Plan (MTP). This plan sets the vision and strategy for all regional transportation decision-making for the next 30 years. The projects and strategies are intended to lead to the development of an integrated, intermodal transportation system that moves people and goods in the INCOG region.

The goals of the 2050 Regional Transportation Plan focuses on providing a range of transportation choices; providing access to jobs, activities, and services throughout the region; enhancing the livability of the community; promoting the area economy; using resources efficiently, and enhancing the safety and security of the system. Projects in the TIP reflect those goals by expanding the modes of transportation, increasing access to employment centers, improving the safety of various components of the surface transportation system, and maximizing the investment in the transportation system in the region.

The MTP planning process assesses existing conditions and needs to develop an overall vision and goals for the region's future transportation system. It is based on a "performance-based planning" approach, which measures performance of the transportation system based on goals and data to inform future multimodal transportation planning. The plan document includes projects, strategies, and recommendations that fulfill the vision and meet the identified goals.

Essential ways INCOG's Connected 2050 MTP and the TIP are connected:

- The 2024-2027 TIP implements a portion of the projects listed in Connected 2050, some by way of new projects and some by way of projects carried over from the 2022-2025 TIP.
- Any project proposed or included in the TIP must come from the fiscally constrained list of projects in Connected 2050.
- Detailed information including, project scope, cost, and funding sources is evaluated in all projects proposed for the TIP to ensure that they are consistently aligned with the MTP.

## **Develops the TIP**

Metropolitan Planning Organizations (MPOs) are regional policy-making bodies for transportation planning in urban areas with populations over 50,000. MPOs are responsible for transportation plans and programs, like the TIP, that are based on a continuing, cooperative, and comprehensive (3-C) planning process in cooperation with the State of Oklahoma and other transit operators in our region.

### **Internal**

The INCOG Board of Directors: is the decision-making authority for INCOG. The Board of Directors is responsible for determining what projects are selected to receive program funds from INCOG programs, takes final action on funding decisions and amendments, and has the overall authority to include or remove projects within the TIP and other INCOG funding sources.

INCOG Policy Committee: regarding the TIP is the committee that reviews and recommends projects to be included in the TIP and all TIP amendments.

INCOG Technical Committee: receives TIP updates and amendments from INCOG staff and does the initial review for the INCOG Policy Committee and Board of Directors.

### **External**

The Oklahoma Department of Transportation (ODOT): serves as a cooperative partner and oversight agency for INCOG. ODOT provides information that is used in the development and maintenance of the TIP.

The US Department of Transportation (USDOT): is the agency that serves as a cooperative partner and oversight agency to INCOG and ODOT. The primary federal agencies that INCOG works with include the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Project Sponsors: are responsible for implementing the projects in the TIP. Projects' sponsors also coordinate with INCOG, ODOT, and other agencies. Ultimately, project sponsors are responsible for the completion of their projects once included with the INCOG TIP. Project sponsors are typically a governmental entity or transit agency that is responsible for the local share of a project's cost.

The Public: provides project sponsors, elected officials, and INCOG with input on projects in the INCOG region. There are a variety of opportunities for the public to provide input on TIP projects detailed in Appendix A of this document and in INCOG's Public Participation Plan (PPP), which can be found on the INCOG website.

Once the TIP has been approved and adopted by INCOG it is sent to the Oklahoma Department of Transportation for incorporation into the Statewide Transportation Improvement Program (STIP), which is approved by the US Department of Transportation. The TIP is amended as needed and described in the program revisions section of this document.

## **TIP Project Prioritization & Purpose**

The FFY 2024-27 TIP includes a listing of projects for FFY 2024 through FFY 2027. The projects included in FFY 2024 have been identified to be of the highest priority and most ready for implementation. This means that local matching funds have been secured, environmental review and site preparation for construction projects have been accomplished within the funding period, and the project is anticipated to result in the obligation of federal funds during FFY 2024. Projects for future implementation are those identified in the later years. The projects included in this TIP represent the priorities of the MPO for implementation within the INCOG area. All projects included in the TIP are consistent with the region's Long Range Transportation Plan, Connected 2050. The intention of the TIP is to fulfill the following:

To provide continuity of current transportation improvement projects with those identified in previous TIPs.

To identify transportation projects recommended for implementation by transportation mode, type of improvement, funding source(s), and geographic area.

To establish a prioritization of projects to effectively utilize federal funds as they become available.

To identify and implement transportation improvements which will reduce congestion, increase mobility and safety, and enhance the region's air quality.

To utilize performance-based planning and programming techniques by establishing and monitoring regional performance measures and targets.

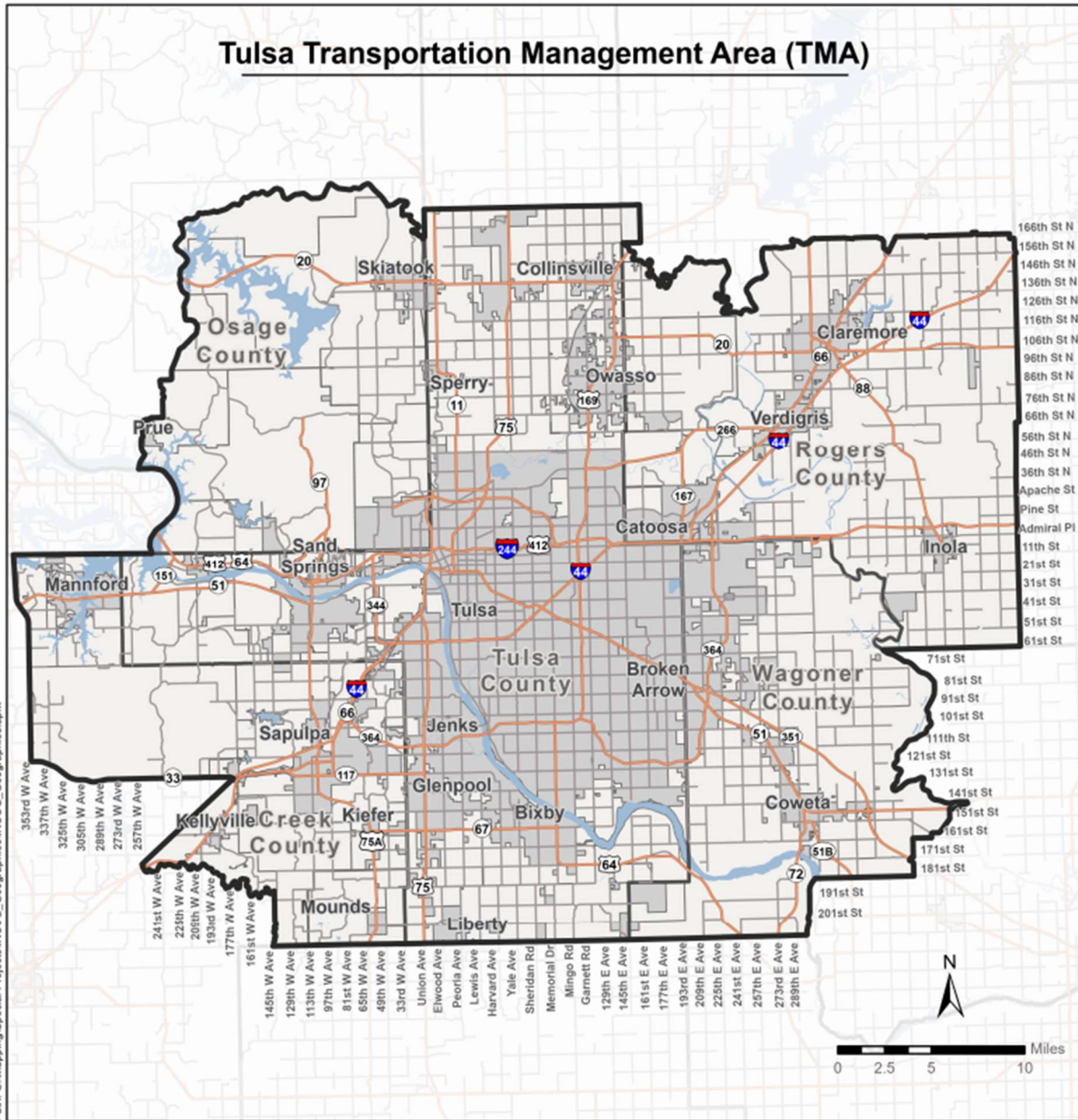
The 2024 – 2027 TIP is INCOG's second TIP to implement within the updated long range transportation plan – Connected 2050.

## **Metropolitan Planning Area Boundary**

The Transportation Improvement Program (TIP) must cover the entire census delineated urban area plus that area likely to urbanize over the next 20 years. This larger area is called the Metropolitan Planning Area. A map of the Urban Area may be found on page 9. The TIP must include all federally funded surface transportation projects and all regionally significant surface transportation projects regardless of funding source. As of 2020, the population of the Tulsa Urban Area was 722,810. Only urban areas with a population of at least 200,000 receive suballocated federal funds under certain FHWA programs.

The population of the MPA is predominately urban, with nearly 85% of its population residing within the incorporated cities of Bixby, Broken Arrow, Catoosa, Collinsville, Coweta, Fair Oaks, Glenpool, Jenks, Owasso, Sand Springs, Sapulpa, and the core city, Tulsa. Other cities like Claremore, Kiefer, Mounds, Skiatook, Sperry and Verdigris are outside the Tulsa Urban Area but within the MPA boundary.

# Tulsa Metropolitan Planning Area Boundary



Path: G:\Mapping\Special Projects\INCOG\_Geographies\INCOG\_Geographies.aprx

**Legend**

- Highways
- Major Streets
- Bodies of Water
- Corporate Limits (Cities and Towns)
- County Boundaries
- Transportation Management Area

**Location Map**

INCOG



## Fiscal Constraint of the FFY 2024 – 2027 Urban Area Funds

This TIP is prepared based on an estimated amount of funds available to the Tulsa TMA over the TIP timeframe. To ensure that the region’s STBG-UZA projects are financially constrained, an estimated apportionment for the INCOG region was developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The estimate is based on the STBG-UZA apportionment that was received from previous years under FAST Act and was increased each year based upon annual funding increases anticipated under the Infrastructure Investment and Jobs Act (IIJA).

The TIP serves as the region’s agreed-upon spending plan for maintaining and improving the regional transportation system with federal, state, and local government funding over the next four years. The fiscally constrained financial plan demonstrates how the total estimated costs of the projects in this TIP do not exceed the funds expected to be available for them in FFY2024-FFY2027 after routine operations and maintenance costs and debt service payments are subtracted from expected revenues. The Table below illustrates this.

Funding for transportation projects in this region comes from a variety of sources and programs. Broadly speaking, these can be categorized by the level of government that provides the funds: federal, state, or local. By demonstrating the region can afford the projects in the TIP while adequately maintaining the existing federal-aid system, the TIP becomes a program of committed projects designed to achieve the vision for the regional transportation system that is laid out in the region’s long-range Metropolitan Transportation Plan – Connected 2050

### INCOG – Federal Funding Forecast FFY 2023-2027

FEDERAL FUNDS FORECAST						
	Program	2024	2025	2026	2027	Total
INCOG	5310	\$959,671	\$978,488	\$997,305	\$1,016,122	\$3,951,586
	CMAQ	\$969,000	\$988,000	\$1,007,000	\$1,026,000	\$3,990,000
	CRP	\$2,142,000	\$2,184,000	\$2,226,000	\$2,268,000	\$8,820,000
	STBG	\$23,766,000	\$28,482,566	\$24,698,000	\$25,164,000	\$102,110,566
	TAP	\$2,142,000	\$2,184,000	\$2,226,000	\$2,268,000	\$8,820,000
	<b>TOTAL</b>	<b>\$29,978,671</b>	<b>\$34,817,054</b>	<b>\$31,154,305</b>	<b>\$31,742,122</b>	<b>\$127,692,152</b>
MTTA	PROGRAM	2024	2025	2026	2027	Total
	5307	\$9,319,405	\$9,502,138	\$9,684,871	\$9,867,602	\$38,374,016
Federal Discretionary	Grants	2024	2025	2026	2027	Total
		\$42,900,000	\$15,000,000	\$15,000,000	\$15,000,000	\$87,900,000

## **Program Revisions**

Projects included in the TIP may be considered for amendment and/or revision. Amendments to the TIP may not exceed the federal, state, and local funds anticipated to be available in order to maintain the financial constraint requirement for the TIP. Modifications to the TIP requested by communities within the TMA or other implementing agencies must have the approval of the INCOG technical and policy committee's prior to going to the Board of Directors for approval. Following MPO approval, each amendment is forwarded to ODOT for approval, as the Governor's designee, and inclusion in the Statewide Transportation Improvement Program (STIP).

## **Electronic Transportation Improvement Program**

In the summer of 2023, INCOG began transitioning the TIP program to an eTIP website known as Eco-Interactive. This transition will computerize the INCOG TIP for better information management and decision support which will provide user friendly, functional and efficient tools for managing the program. Member entities will be able to access and monitor their respective projects over the lifecycle of the TIP while the general public will be able to view current and past TIP projects.



**OKLAHOMA DEPARTMENT OF TRANSPORTATION  
SURFACE TRANSPORTATION PROJECTS  
FFY 2024-2027**

## Federal Fiscal Year 2024 (FFY 2024)

County	JP No.	Hwy	FFY	Description	Length	Federal	State	Other	Total
CREEK	3513304	SH033	2024	SH-33: FROM 17.1 MILES EAST OF PAYNE COUNTY LINE, EXTEND EAST 6.46 MILES	6.46	\$2,307,000	\$0	\$0	\$2,307,000
OSAGE	2426704	SH020	2024	SH-20: FROM 4.06 MILES WEST OF THE TULSA C/L, EAST 2.4 MILES	2.40	\$6,088,000	\$1,522,000	\$0	\$7,610,000
ROGERS	2089909	SH066	2024	SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44	0.16	\$2,905,670	\$2,905,670	\$0	\$5,811,340
ROGERS	3269404	US412	2024	US-412: FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES	6.44	\$0	\$22,633,028	\$0	\$22,633,028
ROGERS	3549304	IS044	2024	SH-66/I-44/US-412: (OPERATIONAL IMPROVEMENTS)	1.97	\$6,000,000	\$23,140,000	\$0	\$29,140,000
ROGERS	3551007	US412	2024	US-412: AT 4170 RD	0.10	\$0	\$0	\$11,400,000	\$11,400,000
TULSA	3378811	IS044	2024	I-44: AT THE US-75 INTERCHANGE WP 5	1.00	\$0	\$0	\$67,380,000	\$75,000,000
TULSA	3430304	US064	2024	US-64 81ST W AVE UNDER 10.0 MILES SE OSAGE COUNTY	0.50	\$0	\$1,000,000	\$0	\$1,000,000
TULSA	3430704	US064	2024	US-64 81ST W AVE UNDER 10.0 MILES SE OSAGE COUNTY	0.50	\$0	\$1,000,000	\$0	\$1,000,000
TULSA	3443604	US169	2024	US-169: FROM EAST 66TH STREET NORTH 2 MILES TO 86TH STREET	2.00	\$6,496,117	\$1,438,835	\$0	\$7,934,951
TULSA	3512504	US064	2024	US-64 OVER 7TH STREET (EB & WB) 10.8 MILES SE OSAGE COUNTY	0.20	\$0	\$2,358,491	\$0	\$2,358,491
TULSA	3514104	SH051	2024	SH-51 OVER ARKANSAS (NB) 0.3 MILES NORTH JUNCTION SH 97	0.22	\$0	\$500,000	\$0	\$500,000
TULSA	3514504	US064	2024	US-64 OVER 161ST & SHELL CREEK (WB) 4.6 MILES SE C/L	0.05	\$0	\$500,000	\$0	\$500,000
TULSA	3514804	US064	2024	US-64 OVER 161ST & SHELL CREEK (EB) 4.6 MILES SE C/L	0.05	\$0	\$500,000	\$0	\$500,000
TULSA	3551305	US064	2024	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	6.37	\$411,650	\$102,913	\$0	\$514,563
TULSA	3551306	US064	2024	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	6.37	\$205,825	\$51,456	\$0	\$257,282
WAGONER	3064804	SH051	2024	SH-51: AT MP 2.20 (91ST ST S)	0.30	\$252,427	\$1,009,709	\$0	\$1,262,136
WAGONER	3380605	SH051	2024	SH-51: BEGIN 0.43 MI E OF MIDWAY RD, EXTEND NE TO MUSKOGEE TURNPIKE RW	0.99	\$8,155,340	\$2,038,835	\$0	\$10,194,175
WAGONER	3380606	SH051	2024	SH-51: BEGIN 0.43 MI E OF MIDWAY RD, EXTEND NE TO MUSKOGEE TURNPIKE UT	0.99	\$233,010	\$58,252	\$0	\$291,262
						<b>\$33,055,039</b>	<b>\$60,759,188</b>	<b>\$78,780,000</b>	<b>\$180,214,227</b>

## Federal Fiscal Year 2025 (FFY 2025)

County	JP No.	Hwy	FFY	Description	Length	Federal	State	Other	Total
Creek	3511305	US075A	2025	US-75A: FROM 5.17 MILES NORTH TO THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO	5.63	\$245,283	\$66,038	\$0	\$311,321
Creek	3511306	US075A	2025	US-75A: FROM 5.17 MILES NORTH TO THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO	5.63	\$75,472	\$18,868	\$0	\$94,340
Osage	3429904	SH020	2025	SH-20: BEGIN 5.0 MILES EAST OF THE JUNCTION WITH SH-99, EXTEND EAST 7.91 MI	7.91	\$2,200,000	\$0	\$0	\$2,200,000
Osage	3430004	SH020	2025	SH-20: BEGIN 13.05 MILES EAST OF THE JUNCTION WITH SH-99, EXTEND EAST 6.35	6.35	\$1,846,000	\$0	\$0	\$1,846,000
Osage	3513904	SH020	2025	SH-20 OVER HOMINY CREEK 13.0 MILES EAST JUNCTION SH99	0.1	\$0	\$250,000	\$0	\$250,000
Rogers	1998311	SH412P	2025	SH-412P: INTERCHANGE AT US-412, 5.37 MI EAST OF I-44	0.5	\$9,000,000	\$4,100,000	\$0	\$13,100,000
Rogers	3032304	SH266	2025	SH-266: 0.45 MILES EAST OF TULSA C/L EAST TO JCT SH-266/SH-167	2.55	\$2,881,553	\$720,388	\$0	\$3,601,942
Rogers	3109304	US412	2025	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	0.3	\$0	\$0	\$11,200,000	\$11,200,000
Rogers	3109305	US412	2025	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	0.3	\$120,000	\$30,000	\$0	\$150,000
Rogers	3109306	US412	2025	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	0.3	\$20,000	\$50,000	\$0	\$70,000
Rogers	3270004	SH066	2025	SH-66: AT DENBO ST., 1.5 MILES N US-412	0.1	\$776,699	\$194,175	\$0	\$970,874
Rogers	3509104	SH266	2025	SH-266: AT SH-167 JUNCTION TO SH-66 JUNCTION	0.76	\$411,321	\$102,830	\$0	\$514,151
Rogers	3514004	SH020	2025	SH-20 OVER DOG CREEK 1.2 MILES EAST JUNCTION SH 66	0.01	\$0	\$650,000	\$0	\$650,000
Rogers	3636904	US412	2025	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	0.1	\$4,000,000	\$1,000,000	\$0	\$5,000,000
Rogers	3636905	US412	2025	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	0.1	\$120,000	\$30,000	\$0	\$150,000
Rogers	3636906	US412	2025	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	0.1	\$50,000	\$20,000	\$0	\$70,000
Tulsa	1098007	IS044	2025	I-44: AT BROKEN ARROW EXPRESSWAY INTERCHANGE	0.3	\$1,478,207	\$369,552	\$0	\$1,847,759
Tulsa	1098010	IS044	2025	I-44: AT BROKEN ARROW EXPRESSWAY INTERCHANGE	0.3	\$0	\$3,811,745	\$0	\$3,811,745
Tulsa	2093105	US169	2025	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY	0.5	\$0	\$3,296,602	\$0	\$3,296,602
Tulsa	2093106	US169	2025	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY	0.5	\$1,136,155	\$284,039	\$0	\$1,420,194
Tulsa	2889605	US064	2025	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2	\$0	\$3,379,212	\$0	\$3,379,212
Tulsa	2889606	US064	2025	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2	\$1,593,206	\$398,301	\$0	\$1,991,507
Tulsa	2969308	IS044	2025	I-44: NORTH & SOUTHBOUND, 33RD WEST AVE, UNDER 0.6 MILES EAST OF SH-66	0.1	\$1,590,657	\$397,664	\$0	\$2,000,000
Tulsa	3037404	US075	2025	US-75: OVER 81ST STREET SOUTH, NORTHBOUND AND SOUTHBOUND,	0.2	\$10,770,257	\$3,466,767	\$3,898,539	\$18,135,564
Tulsa	3107904	SH011	2025	SH-11: OVER BIRD CREEK, LOCATED 2 MI SOUTH WASHINGTON C/L	0.2	\$3,072,044	\$768,506	\$0	\$3,840,550
Tulsa	3109504	SH011	2025	SH-11: 86TH ST APPROXIMATELY 5.6 MI NORTH OF GILCREASE	1	\$1,315,200	\$328,800	\$0	\$1,644,000
Tulsa	3422405	SH020	2025	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75	4.07	\$155,215	\$38,804	\$0	\$194,019
Tulsa	3422406	SH020	2025	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75	4.07	\$232,823	\$58,206	\$0	\$291,029
Tulsa	3422504	US075	2025	US-75: FROM SH-20 EXTEND NORTH 3.45 MILES	3.45	\$5,347,170	\$5,347,170	\$0	\$10,694,340
Tulsa	3547704	US169	2025	US-169: FROM 1.6 MI NORTH OF I-44, EXTEND NORTH 4.68 MI	4.68	\$4,400,000	\$1,100,000	\$0	\$5,500,000
Tulsa	3563904	US075	2025	US-75 OVER POLECAT CREEK (EB & WB) 4.8 MILES NORTH JUNCTION SH 67	0.1	\$0	\$1,000,000	\$0	\$1,000,000
Tulsa	3281704	SH051	2025	SH-51: SH-51 @ ONETA RD.	0.02	\$0	\$330,189	\$0	\$330,189
Wagoner	3346004	SH051	2025	SH-51: FROM 0.23 MI S OF 81ST TO 0.1 MI S OF 111TH IN COWETA	5	\$2,264,151	\$566,038	\$0	\$2,830,189
						<b>\$55,101,413</b>	<b>\$32,173,894</b>	<b>\$15,098,539</b>	<b>\$102,385,525</b>

## Federal Fiscal Year 2026 (FFY 2026)

County	JP No.	Hwy	FFY	Description	Length	Federal	State	Other	Total
Creek	2442504	US075A	2026	US-75A: APPROX. 0.34 MI. NORTH OF THE OKMULGEE C/L	5.5	\$7,520,000	\$1,880,000	\$0	\$9,400,000
Creek	3270304	SH051	2026	SH-51: EB OVER SALT CREEK, 16.2 MILES EAST OF JCT. OF SH-99	0.3	\$2,020,032	\$505,008	\$0	\$2,525,040
Osage	3635305	US064	2026	US-64: AT DIAMOND HEAD RD APPROX. 0.5 MILES WEST OF SH-151	1.31	\$160,000	\$40,000	\$0	\$200,000
Osage	3635306	US064	2026	US-64: AT DIAMOND HEAD RD APPROX. 0.5 MILES WEST OF SH-151	1.31	\$80,000	\$20,000	\$0	\$100,000
Rogers	2976704	US412	2026	US-412 OVER SH-88 & RR	0.1	\$0	\$3,000,000	\$0	\$3,000,000
Rogers	3636804	SH088	2026	SH-88: AT OTTER CREEK, APPROX. 5.7 MILES NORTH OF US-412	0.2	\$0	\$1,000,000	\$0	\$1,000,000
Tulsa	2982804	US075	2026	US-75 OVER THE AT&SF RR, 0.7 MILES NORTH OF THE I-244 JCT.	0.1	\$0	\$3,750,000	\$0	\$3,750,000
Tulsa	3060204	US064	2026	US-64: OVER 177TH WEST AVE. EAST AND WESTBOUND, 3.6 MILES SE C/L	0.01	\$841,680	\$210,420	\$0	\$1,052,100
Tulsa	3107804	IS244	2026	I-244: AT UTICA AND LEWIS LOCATED 0.65 AND 1.2 MILES EAST OF I-444	0.2	\$0	\$4,138,826	\$0	\$4,138,826
Tulsa	3108004	US064	2026	US-64: OVER MAIN ST, 49TH W AVE, & 33RD W AVE LOCATED	0.2	\$3,829,126	\$957,282	\$0	\$4,786,408
Tulsa	3108204	IS444	2026	I-444: AT DENVER AVENUE, LOCATED 0.7 MI E OF I-244	0.2	\$1,892,755	\$473,189	\$0	\$2,365,944
Tulsa	3109804	SH020	2026	SH-20: AT 145TH 0.5 MILES EAST OF US-169	0.04	\$895,733	\$223,933	\$154,437	\$1,274,103
Tulsa	3195804	SH011	2026	SH-11: OVER MEMORIAL DR. 4.44 MILES SE US-75	0.2	\$1,899,948	\$474,987	\$0	\$2,374,935
Tulsa	3196004	US064	2026	US-64: OVER QUANAH AVENUE, 14.5 MILES SE OSAGE C/L	0.2	\$799,862	\$199,965	\$0	\$999,827
Tulsa	3196104	SH051	2026	SH-51: AT PEORIA AVE OVER SH-51, 0.4 MILES E OF I-444	0.2	\$1,555,686	\$388,922	\$0	\$1,944,608
Tulsa	3196604	SH151	2026	SH-151: FROM SH-51 TO US-64	2.274	\$6,605,505	\$1,467,890	\$0	\$8,073,395
Tulsa	3270404	SH051	2026	SH-51: OVER 21ST STREET, 1.8 MILES EAST OF PEORIA AVE.	0.2	\$0	\$1,683,360	\$0	\$1,683,360
Tulsa	3378810	IS044	2026	I-44: AT THE US-75 INTERCHANGE WP 4	1	\$0	\$0	\$20,700,000	\$20,700,000
Tulsa	3382904	-	2026	RAMP REHAB IN MULTIPLE LOCATIONS IN TULSA COUNTY.	0	\$6,605,505	\$1,651,376	\$0	\$8,256,881
Tulsa	3515604	US169	2026	US-169: UNDER E. 96TH STREET. APPROX. 5 MILES NORTH OF SH-266	0.2	\$7,339,450	\$1,834,862	\$0	\$9,174,312
Tulsa	3632704	-	2026	LANSING RD ALONG I-444	0.13	\$0	\$500,000	\$0	\$500,000
Tulsa	3632904	-	2026	POWDER COATING MULTIPLE LOCATIONS WITHIN CITY OF TULSA	0	\$0	\$500,000	\$0	\$500,000
Tulsa	3633004	-	2026	US-169 AND I-244: PAINT MULTIPLE LOCATIONS IN TULSA	0	\$0	\$500,000	\$0	\$500,000
Wagoner	3380604	SH051	2026	SH-51: FROM 0.45 MI. NORTH OF E. 111TH ST. ALONG SH-51, EXTEND NE 0.85 MI.	0.991	\$733,945	\$183,486	\$0	\$917,431
Wagoner	3565904	SH051	2026	SH-51: BEGIN 3.67 MI EAST OF SH-72 JCT, EXT EAST 5.10 MI	5.1	\$3,315,000	\$0	\$0	\$3,315,000
						<b>\$46,094,225</b>	<b>\$25,583,507</b>	<b>\$20,854,437</b>	<b>\$92,532,169</b>

## Federal Fiscal Year 2027 (FFY 2027)

County	JP No.	Hwy	FFY	Description	Length	Federal	State	Other	Total
Rogers	3032306	SH266	2027	SH-266: 0.45 MILES EAST OF TULSA C/L EAST TO JCT SH-266/SH-167	2.55	\$7,600,000	\$1,900,000	\$0	\$9,500,000
Rogers	3509204	SH167	2027	SH-266/SH-167: INTERSECTION IMPROVEMENTS	0.2	\$800,000	\$200,000	\$0	\$1,000,000
Rogers	3628805	SH066	2027	SH-66: FROM 2 MI WEST OF SH-266 EXTEND EAST 5 MI	5	\$240,000	\$60,000	\$0	\$300,000
Rogers	3628806	SH066	2027	SH-66: FROM 2 MI WEST OF SH-266 EXTEND EAST 5 MI	5	\$100,000	\$50,000	\$0	\$150,000
Tulsa	2093104	US169	2027	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY(SELECT MOVEMENTS)	0.5	\$24,800,000	\$6,200,000	\$0	\$31,000,000
Tulsa	2889604	US064	2027	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2	\$5,600,000	\$5,600,000	\$0	\$11,200,000
Tulsa	3036604	IS244	2027	US-75: OVER I-244 & RR, 2.2 MILES NORTH OF I-44	0.1	\$0	\$2,000,000	\$0	\$2,000,000
Tulsa	3270504	IS444	2027	I-444: AT 12TH STREET, 0.5 MILES EAST OF JCT. I-244	0.04	\$0	\$2,104,200	\$0	\$2,104,200
Tulsa	3383904	IS444	2027	I-444: UNDER BOULDER AVE., 1.02 MILES EAST OF I-244	0.2	\$2,020,032	\$505,008	\$0	\$2,525,040
Tulsa	3510804	SH051	2027	SH-51: FROM 4.43 MILES EAST OF SH-151 EXTEND EAST 5.67 MILES TO SH-97	4.4	\$6,820,000	\$1,705,000	\$0	\$8,525,000
Tulsa	3511504	US169	2027	US-169: FROM 51ST STREET EXT. NORTH 3.64 MILES	3.637	\$4,000,000	\$26,000,000	\$0	\$30,000,000
Tulsa	3512005	US075	2027	US-75: FROM 151ST NORTH 3 MILES TO 121ST.	3	\$0	\$2,000,000	\$0	\$2,000,000
Tulsa	3512006	US075	2027	US-75: FROM 151ST NORTH 3 MILES TO 121ST	3	\$1,000,000	\$0	\$0	\$1,000,000
Tulsa	3551304	US064	2027	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	6.367	\$15,200,000	\$3,800,000	\$0	\$19,000,000
Tulsa	3589704	-	2027	SH-11: OVER EDISON ROAD EAST & WESTBOUND, JCT. I-244/SH-11 (NW CORNER IDL)	0.2	\$1,600,000	\$400,000	\$0	\$2,000,000
						<b>\$69,780,032</b>	<b>\$52,524,208</b>	<b>\$0</b>	<b>\$122,304,240</b>



**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)  
SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)**

**PROGRAM OF PROJECTS**

**TULSA URBAN AREA**



## Surface Transportation Block Grant Program

INCOG, as the Metropolitan Planning Organization (MPO) for the Tulsa metropolitan area, is required to establish a selection process for the distribution of Surface Transportation Block Grants Program (STBGP) funds. Priority funding is given to projects that meet federal regulations and help advance the Regional Transportation Plan (RTP). As a Transportation Management Area, INCOG receives an annual distribution of Surface Transportation Block Grant Program (STBG-UZA) funds according to the formula outlined in the IIJA Bill. The amount of funding received is based on the population of the Tulsa Urban Area.

Selection of STBG-UZA funded projects for the TIP is performed in accordance with the MPO adopted Surface Transportation Block Grant Program project prioritization and selection process for the Tulsa Urban Area Funds. STBG-UZA project requests are evaluated and prioritized in accordance with the adopted Criteria and Process for Evaluation of STBG-UZA Projects as part of the development (or update) of each TIP.

INCOG, as the Metropolitan Planning Organization (MPO) for the Tulsa metropolitan area, is required to establish a selection process for the distribution of Surface Transportation Block Grants Program (STBGP) funds. Priority funding will be given to projects that meet federal regulations and help advance the Regional Transportation Plan (RTP) in the following areas:

- System Preservation – Maintenance or preservation projects for existing transportation infrastructure.
- System Management and Integration – Technology systems for the management of, and communication between, transportation-related systems.
- Arterial Intersections – Safety and capacity improvements to existing intersections.
- Transportation Alternatives – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage.
- Capacity Expansion -- Construction projects that add capacity to an existing roadway or construction of new facilities.

With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, proposed projects will be evaluated for eligibility and priority based on a selection process based on a comparative ranking procedure to help identify regional priorities. Selected projects will be included in the Transportation Improvement Program (TIP) for the Tulsa Transportation Management Area (TMA)

## INCOG Regional Surface Transportation Block Grant Program of Projects

ODOT JP No.	Sponsor of Project	Location	Local/Other		Total
			Federal	Funding	
OTA Project	OTA/ODOT	Gilcrease West Expressway Annual GARVEE Funding	\$6,000,000	\$1,500,000	\$7,500,000
36245(04)	City of Bixby	Posey Creek Trail on Harvard - 141st and 151st	\$429,908	\$143,303	\$573,211
30917(04)	City of Broken Arrow	23rd Street (193rd E Ave) 81st St to 101st St	\$5,000,000	\$1,250,000	\$6,250,000
33310(04)	City of Broken Arrow	Olive Ave from Kenosha to Albany	\$3,930,000	\$3,000,000	\$6,930,000
34738(04)	City of Broken Arrow	Elm Place: Kenosha to SH-51	\$3,000,000	\$3,400,000	\$6,400,000
36448(04)	City of Broken Arrow	23rd Street: Albany to Omaha	\$3,000,000	\$7,473,000	\$10,473,000
36453(04)	City of Broken Arrow	Houston: 9th St to Hwy 51	\$3,000,000	\$6,534,000	\$9,534,000
TBD	City of Broken Arrow	Omaha Street and Aspen Ave Intersection	\$1,110,000	\$280,000	\$1,390,000
TBD	City of Broken Arrow	Aspen Ave Improvements: Jasper St and Aspen Ave Intersections	\$1,500,000	\$375,000	\$1,875,000
29324(04)	City of Catoosa	161st E Ave: E Skelly Drive to Pine Street & Intersections	\$1,413,198	\$527,470	\$1,940,668
35721(04)	City of Collinsville	5th Street: 144th St to 126th Street	\$576,005		\$576,005
TBD	City of Collinsville	Broadway Street: 5th to 19th Street	\$3,000,000	\$1,407,254	\$4,407,254
TBD	City of Glenpool	Elwood Ave Study: 137th St to 151st St	\$677,160	\$225,720	\$902,880
30160(04)	City of Jenks	Elwood Phase 1, 2, & 3: Main Steet to 111th E Ave	\$5,713,030	\$1,788,258	\$7,501,288
35725(04)	City of Jenks	Aquarium Place: S Elm St to S Aquarium Drive	\$544,589	\$204,153	\$748,742
36452(04)	City of Jenks	96th Street Bridge Preventative Maintenance	\$332,250	\$107,450	\$439,700
36450(04)	City of Jenks	121st Street Trail from Elm to Elwood	\$336,450	\$112,150	\$448,600
TBD	City of Jenks	Elwood Ave: Right-of-Way from W 91st St to W 96th St	\$500,000	\$125,000	\$625,000
33317(04)	City of Owasso	116th Street N & 129th E Ave	\$1,561,366	\$2,050,000	\$3,611,366
35723(04)	City of Owasso	Main Street: Broadway to E 11th Street	\$0	\$3,550,183	\$3,550,183
TBD	City of Owasso	86th St N Improvements	\$3,000,000	\$4,107,045	\$7,107,045
29307(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 1	\$1,306,185	\$435,395	\$1,741,580
30731(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 2	\$795,500	\$198,875	\$994,375
32532(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 3	\$1,789,278	\$1,869,628	\$3,658,906
35940(04)	City of Sand Springs	West 41st St: Between 129th W Ave and SH-97	\$750,000	\$1,299,915	\$2,049,915
TBD	City of Sand Springs	E 41st St Rehabilitation	\$2,763,542	\$1,041,181	\$3,804,723
29328(04)	City of Sapulpa	Taft & Hickory Intersection	\$107,000	\$101,317	\$208,317
29329(04)	City of Sapulpa	Dewey & Mission Intersection	\$149,711	\$37,428	\$187,139
31554(04)	City of Sapulpa	Canyon Road: SH-66 to Freedom Road	\$329,353	\$342,796	\$672,149
TBD	City of Sapulpa	East Dewey Ave: Improvements from Main St to Elm St	\$2,248,664	\$2,639,736	\$4,888,400
34731(04)	City of Tulsa	71st St & S Sheridan Intersection	\$2,900,000	\$730,000	\$3,630,000
31077(05)	City of Tulsa	I-244 Bridge Rehab over BNSF	\$180,000	\$20,000	\$200,000
TBD	City of Tulsa	81st Street from Tacoma to Olympia	\$2,700,000	\$900,000	\$3,600,000
35719(04)	City of Tulsa	Lewis Ave: Pine Street to Admiral Ave	\$750,000	\$320,000	\$1,070,000
35719(04)	City of Tulsa	Pine Street: Peoria Ave to Lewis Ave	\$750,000	\$320,000	\$1,070,000
36449(04)	City of Tulsa	11th: Utica to Lewis Rehabilitation	\$2,800,000	\$1,160,000	\$3,960,000
36451(04)	City of Tulsa	Mingo Rd: 61st to 71st Rehabilitation	\$3,000,000	\$1,240,000	\$4,240,000
TBD	City of Tulsa	Peoria Ave: Pine to Admiral & Pine St: Lewis to Harvard	\$2,880,000	\$960,000	\$3,840,000
TBD	City of Tulsa	Pine Street & Pine Street/Mingo Intersection	\$2,910,000	\$970,000	\$3,880,000
30885(04)	Tulsa County	E 51st Street South: 161st E Ave to 177th E Ave	\$4,672,500	\$1,557,500	\$6,230,000
35938(04)	Tulsa County	101st South and Garnett Road Intersection	\$750,000	\$2,918,500	\$3,668,500
35939(04)	Tulsa County	76th Street N: Starting West of Sheridan to Mingo	\$490,300		\$490,300
35937(04)	Tulsa County	Avery Dr Rehabilitation: 21st Street to SH-97	\$722,000	\$110,000	\$832,000
36240(04)	Tulsa County	101st Street S and Mingo Rd	\$3,000,000	\$1,130,350	\$4,130,350
TBD	Tulsa County	West 21st Street: From Hwy 344 to 23rd St	\$1,542,400	\$514,530	\$2,056,930
29395(08)(09)	Wagoner County	101st St From 217th to 241st St	\$3,560,000	\$2,452,359	\$6,012,359
29395(08)(09)	Wagoner County	101st Street: 209th E Ave to Oneta Rd/SH-51		\$1,897,641	\$1,897,641
TBD	Grand Gateway	Regional	\$350,800	\$87,700	\$438,500
			<b>\$88,821,189</b>	<b>\$63,414,837</b>	<b>\$152,236,026</b>

\*Project selection for FFY 2026 and 2027 will begin in the first quarter of 2024. Once Selected projects are approved by the INCOG Board, they will be added to the FFY 2024-27 TIP through the Amendment Process

## INCOG Surface Transportation Block Grant Program FFY 2024

ODOT JP No.	Sponsor of Project	FFY	Location	Local/Other		
				Federal	Funding	Total
OTA Project	OTA/ODOT	2024	Gilcrease West Expressway Annual GARVEE Funding	\$6,000,000	\$1,500,000	\$7,500,000
36245(04)	City of Bixby	2024	Posey Creek Trail on Harvard - 141st and 151st	\$429,908	\$143,303	\$573,211
36448(04)	City of Broken Arrow	2024	23rd Street: Albany to Omaha	\$3,000,000	\$7,473,000	\$10,473,000
36453(04)	City of Broken Arrow	2024	Houston: 9th St to Hwy 51	\$3,000,000	\$6,534,000	\$9,534,000
36452(04)	City of Jenks	2024	96th Street Bridge Preventative Maintenance	\$332,250	\$107,450	\$439,700
36450(04)	City of Jenks	2024	121st Street Trail from Elm to Elwood	\$336,450	\$112,150	\$448,600
36449(04)	City of Tulsa	2024	11th: Utica to Lewis Rehabilitation	\$2,800,000	\$1,160,000	\$3,960,000
36451(04)	City of Tulsa	2024	Mingo Rd: 61st to 71st Rehabilitation	\$3,000,000	\$1,240,000	\$4,240,000
36240(04)	Tulsa County	2024	101st Street S and Mingo Rd	\$3,000,000	\$1,130,350	\$4,130,350
				<b>\$21,898,608</b>	<b>\$19,400,253</b>	<b>\$41,298,861</b>

## INCOG Surface Transportation Block Grant Program FFY 2025

ODOT JP No.	Sponsor of Project	FFY	Location	Local/Other		
				Federal	Funding	Total
OTA Project	OTA/ODOT	2025	Gilcrease West Expressway Annual GARVEE Funding	\$6,000,000	\$1,500,000	\$7,500,000
TBD	City of Broken Arrow	2025	Omaha Street and Aspen Ave Intersection	\$1,110,000	\$280,000	\$1,390,000
TBD	City of Broken Arrow	2025	Aspen Ave Improvements: Jasper St and Aspen Ave Intersections	\$1,500,000	\$375,000	\$1,875,000
TBD	City of Collinsville	2025	Broadway Street: 5th to 19th Street	\$3,000,000	\$1,407,254	\$4,407,254
TBD	City of Glenpool	2025	Elwood Ave Study: 137th St to 151st St	\$677,160	\$225,720	\$902,880
TBD	City of Jenks	2025	Elwood Ave: Right-of-Way from W 91st St to W 96th St	\$500,000	\$125,000	\$625,000
TBD	City of Owasso	2025	86th St N Improvements	\$3,000,000	\$4,107,045	\$7,107,045
TBD	City of Sand Springs	2025	E 41st St Rehabilitation	\$2,763,542	\$1,041,181	\$3,804,723
TBD	City of Sapulpa	2025	East Dewey Ave: Improvements from Main St to Elm St	\$2,248,664	\$2,639,736	\$4,888,400
TBD	City of Tulsa	2025	Peoria Ave: Pine to Admiral & Pine St: Lewis to Harvard	\$2,880,000	\$960,000	\$3,840,000
TBD	City of Tulsa	2025	Pine Street & Pine Street/Mingo Intersection	\$2,910,000	\$970,000	\$3,880,000
TBD	Tulsa County	2025	West 21st Street: From Hwy 344 to 23rd St	\$1,542,400	\$514,530	\$2,056,930
TBD	Grand Gateway	2025	Regional	\$350,800	\$87,700	\$438,500
				<b>\$28,482,566</b>	<b>\$14,233,166</b>	<b>\$42,715,732</b>



**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)  
TRANSPORTATION ALTERNATIVES (TAP)**

**PROGRAM OF PROJECTS**

**TULSA URBAN AREA**

## **Transportation Alternatives Program (TAP)**

The Transportation Alternatives Program (TAP) is a program through the Infrastructure Investment and Jobs Act (IIJA) and is a set-aside of the Surface Transportation Block Grant (STBG) program. TAP projects are federally funded, community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. Much like the STBG program, funding for these projects is suballocated to the INCOG region. TAP projects must be one of several eligible activities and must relate to surface transportation, including but not limited to the following:

Pedestrian and Bicycle Facilities (including ADA improvements)

Vegetation Management

Safe Routes for Non-Drivers

Archaeological Activities

Conversion of Abandoned Railway Corridors to Trails

Environmental Mitigation

Scenic Turn-Outs and Overlooks

Stormwater Mitigation

Outdoor Advertising Management

Wildlife Management

Historic Preservation & Rehabilitation of Historic Transportation Facilities

States and MPOs for urban areas with more than 200,000 people will conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs. The IIJA Act also newly allows each urban area of this size to use up to half of its sub allocated TA funds for any STBG-eligible purpose but still subject to the TA-wide requirement for competitive selection of projects.

## FFY 2024-27 Transportation Enhancement (TE) Program & Transportation Alternative Program (TAP) of Projects

ODOT JP No.	Sponsor of Project	Location	Local/Other		Total
			Federal	Funding	
34066(04)	City of Broken Arrow	Broken Arrow Creek Trail Phase II	\$750,000	\$306,900	\$1,056,900
35445(04)	City of Broken Arrow	Hawk Beacons and Sidewalk/Sidepath	\$857,802	\$285,934	\$1,143,736
38101(04)	City of Broken Arrow	Oak Ave Bike Route & Florence Street HAWK Pedestrian Signal	\$765,000	\$255,000	\$1,020,000
38076(04)	City of Catoosa	Trail from Rodgers Sports Complex to Apt. Trail under Rt. 66	\$614,897	\$153,724	\$768,621
38103(04)	City of Collinsville	SRTS/Herald Elementary & ECDC 8' Sidepath	\$558,000	\$139,500	\$697,500
38031(04)	City of Collinsville	S RTP 19th St: From Hwy 20 to Veterans	\$1,164,867	\$291,217	\$1,456,084
35446(04)	City of Coweta	SRTS Project	\$684,558	\$171,140	\$855,698
38026(04) 38032(04)	City of Clarmore	Trail from S. Brady St to W Dupont St	\$770,400	\$192,600	\$963,000
28845(04)	City of Glenpool	Bicycle/Pedestrian Sidewalk Expansion	\$550,800	\$137,700	\$688,500
38104(04)	City of Glenpool	SRTS and S RTP project: Black and Gold Park	\$962,208	\$240,552	\$1,202,760
38028(04)	City of Glenpool	SRTS on Warrior Rd: 146th to 141st St	\$479,680	\$119,920	\$599,600
38106(04)	City of Jenks	Aquarium Drive and Elm St Trail Improvements	\$719,444	\$179,861	\$899,305
34067(04)	City of Sand Springs	81st W Ave Connector Trail	\$750,000	\$530,661	\$1,280,661
38109(04)	City of Sapulpa P&R	Bivens Creek Bridge Restoration	\$400,000	\$100,111	\$500,111
38024(04)	City of Skiatook	Sidewalks on W.C. Rogers Blvd: B St to E St	\$929,242	\$269,780	\$1,199,022
28846(04)	City of Tulsa	ADA Arterial Sidewalk Project	\$600,000	\$200,000	\$800,000
34065(04)	City of Tulsa	Mingo Valley Trail 51st to 61st Street	\$500,000	\$420,000	\$920,000
34065	City of Tulsa	Mingo Creek Trail I-244 to Pine Street	\$750,000	\$740,000	\$1,490,000
35488(04)(05)	City of Tulsa	ADA & Memorial	\$615,000	\$205,000	\$820,000
35933(04)	City of Tulsa	Vensel Creek River Trail	\$107,193	\$26,798	\$133,991
35934(04)	City of Tulsa	SRTS & RRFB's	\$550,000	\$180,000	\$730,000
38111(04)	City of Tulsa	RPA Trail: 103rd to 110th St	\$1,000,000	\$1,504,659	\$2,504,659
38113(04)	City of Tulsa P&R	Osage Prairie Trail & Midland Valley Wayfinding	\$272,000	\$68,000	\$340,000
38117(04)	Downtown Tulsa Partnership	Downtown Denver Ave Corridor Design: 1st St to 8th St	\$622,944	\$155,736	\$778,680
35458(04)	River Parks Authority	Eagle Preserve Trail	\$460,285	\$115,071	\$575,356
35484(04)	Tulsa County	Safe Route to Park	\$444,164	\$148,055	\$592,219
38033(04)	Tulsa County/Turley	S RTP: Sidepath from 56th St N to N. Memorial	\$1,036,800	\$115,200	\$1,152,000
38116(04)	Tulsa Public Schools	SRTS/Safety First Initiative	\$1,000,000	\$248,000	\$1,248,000
			<b>\$18,915,284</b>	<b>\$7,501,119</b>	<b>\$26,416,403</b>

\*Project selection for FFY 2025, 2026 and 2027 will begin in the first quarter of 2024. Once Selected projects are approved by the INCOG Board, they will be added to the FFY 2024-27 TIP through the Amendment Process



**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)  
FEDERAL DISCRETIONARY GRANTS**

**REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY  
AND EQUITY (RAISE)**

**AND**

**SAFE STREETS FOR ALL (SS4A)**

**PROGRAM OF PROJECTS**

## Rebuilding American Infrastructure with Sustainability and Equity – RAISE

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$14.3 billion for fifteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

<b>RAISE - Tulsa-Jenks Multi-Modal Safety Project, Connecting Communities</b>				
<b>Operator</b>	<b>Description</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
INCOG	Multi-Modal trail system along Arkansas River	\$16,200,000	\$4,050,000	\$20,250,000

\*Funding was awarded in FFY 2023 but is anticipated to be programmed in FFY 2024

## Safe Streets for All – SS4A

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach.

<b>SS4A - Travel With Care - 2022 Safe Streets &amp; Roads for All Implementation Grant</b>				
<b>Operator</b>	<b>Description</b>	<b>Federal</b>	<b>Local</b>	<b>Total</b>
INCOG	Proven safety measures for intersections and roadways	\$21,200,000	\$5,300,000	\$26,500,000

\*Funding was awarded in FFY 2023 but is anticipated to be programmed in FFY 2024





**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)  
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM &  
CARBON REDUCTION PROGRAM LIST OF PROJECTS**

**TULSA URBAN AREA**

**FFY 2024-27 Congestion Mitigation and Air Quality (CMAQ) Projects**

**FFY 2023-26 Carbon Reduction Program (CRP) Projects**

## Energy and Environmental Sustainability Programs

The impact of transportation on Northeast Oklahoma's air quality is a component of INCOG's regional planning efforts. Since the establishment of comprehensive federal and state emission regulations by the 1970 Clean Air Act, research has continued to demonstrate the relationship between public health and air quality. While INCOG is not a regulatory body it does work to promote compliance with the Environmental Protection Agency's (EPA's) National Ambient Air Quality Standards (NAAQS) through a variety of programs in the INCOG TMA.

The purpose of the CMAQ program is to help urban areas meet the requirements of the Clean Air Act for ground level ozone, particulate matter and carbon monoxide. A complete list of eligible activities under this program may be found at: [Bipartisan Infrastructure Law - Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

INCOG has decided to administer this program using these general categories.

- **Pedestrian & Bicycle Projects** – Expanding Bike Share to New Areas within the Tulsa Urban Area, Eliminating Sidewalk Gaps, Connecting Neighborhoods to Trails, Adding Protected Bicycle Lanes, etc.
- **Environmental Projects** – Installing electric charging stations at public locations, Supporting Free Fare for Transit during Ozone Alert Season, Supporting the Air Quality Education Program aka Ozone Alert.

As has been the case for many years, projects selected for funding with CMAQ funds will be selected on a demonstration basis. There will not be a competitive solicitation of applications.

Although the INCOG TMA is in compliance with the federal air quality standards, regional leaders continue to explore strategies that will maintain and improve our air quality. INCOG works with a multitude of stakeholders on air quality related activities with a particular focus on ground-level Ozone. These emissions reductions efforts are reported to EPA annually as part of EPA's Ozone Advance Program. Northeast Oklahoma must remain vigilant in promoting good air quality habits if we are to remain in compliance in the future.

## Carbon Reduction Program (CRP)

With passage of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), Congress created the new Carbon Reduction Program. The purpose of this program is to reduce transportation emissions, defined as carbon dioxide emissions from on-road sources. A complete list of eligible activities under this program may be found at: [Bipartisan Infrastructure Law - Carbon Reduction Program \(CRP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

INCOG has decided to administer this program using four general categories.

- **Pedestrian & Bicycle Projects** – Eliminating Sidewalk Gaps, Connecting Neighborhoods to Trails, Adding Protected Bicycle Lanes, etc.
- **Public Transit Projects** – Conversion of Fleets to Electric or Hydrogen Fuels.

- **Green Streets** – Conversion of City Owned Streetlights and Traffic Signals to LED. Planting Trees along Major Transportation Facilities (e.g., regional trails, arterial streets) and other Key Transportation Locations (e.g., BRT stations, historic downtowns, etc.).
- **ITS & Traffic Operations Centers** – Construct a suburban Traffic Operations Center, including necessary communications equipment to connect traffic signals.

As discussed with the Technical Committee and Policy Committee previously, projects selected for funding with CRP funds will be selected on a demonstration basis. There will not be a competitive solicitation of applications.

### Congestion Mitigation and Air Quality (CMAQ) FFY 2024 Projects

<b>CONGESTION MANAGEMENT / AIR QUALITY 2024</b>			
<b>Project</b>	<b>Federal</b>	<b>Local/Other Funding</b>	<b>Total</b>
Pedestrian and Bicycle	TBD	TBD	
Environmental	TBD	TBD	
	<b>\$969,000</b>	<b>\$242,250</b>	<b>\$1,211,250</b>

### Congestion Mitigation and Air Quality (CMAQ) FFY 2025 Projects

<b>CONGESTION MANAGEMENT / AIR QUALITY 2025</b>			
<b>Project</b>	<b>Federal</b>	<b>Local/Other Funding</b>	<b>Total</b>
Pedestrian and Bicycle	TBD	TBD	
Environmental	TBD	TBD	
	<b>\$988,000</b>	<b>\$247,000</b>	<b>\$1,235,000</b>

### Congestion Mitigation and Air Quality (CMAQ) FFY 2026 Projects

<b>CONGESTION MANAGEMENT / AIR QUALITY 2026</b>			
<b>Project</b>	<b>Federal</b>	<b>Local/Other Funding</b>	<b>Total</b>
Pedestrian and Bicycle	TBD	TBD	
Environmental	TBD	TBD	
	<b>\$1,007,000</b>	<b>\$251,750</b>	<b>\$1,258,750</b>

### Congestion Mitigation and Air Quality (CMAQ) FFY 2027 Projects

<b>CONGESTION MANAGEMENT / AIR QUALITY 2027</b>			
<b>Project</b>	<b>Federal</b>	<b>Local/Other Funding</b>	<b>Total</b>
Pedestrian and Bicycle	TBD	TBD	
Environmental	TBD	TBD	
	<b>\$1,026,000</b>	<b>\$256,500</b>	<b>\$1,282,500</b>

## Carbon Reduction Program FFY 2024 Projects

<b>CARBON REDUCTION PROGRAM 2024</b>			
<b>Project</b>	<b>Federal</b>	<b>Local/Other Funding</b>	<b>Total</b>
Pedestrian and Bicycle	TBD	TBD	
Green Streets	TBD	TBD	
Public Transit	TBD	TBD	
ITS & TOCs	TBD	TBD	
	<b>\$2,142,000</b>	<b>\$535,500</b>	<b>\$2,677,500</b>

## Carbon Reduction Program FFY 2025 Projects

<b>CARBON REDUCTION PROGRAM 2025</b>			
<b>Project</b>	<b>Federal</b>	<b>Local/Other Funding</b>	<b>Total</b>
Pedestrian and Bicycle	TBD	TBD	
Green Streets	TBD	TBD	
Public Transit	TBD	TBD	
ITS & TOCs	TBD	TBD	
	<b>\$2,184,000</b>	<b>\$546,000</b>	<b>\$2,730,000</b>

## Carbon Reduction Program FFY 2026 Projects

<b>CARBON REDUCTION PROGRAM 2026</b>			
<b>Project</b>	<b>Federal</b>	<b>Local/Other Funding</b>	<b>Total</b>
Pedestrian and Bicycle	TBD	TBD	
Green Streets	TBD	TBD	
Public Transit	TBD	TBD	
ITS & TOCs	TBD	TBD	
	<b>\$2,226,000</b>	<b>\$556,500</b>	<b>\$2,782,500</b>

## Carbon Reduction Program FFY 2027 Projects

<b>CARBON REDUCTION PROGRAM 2027</b>			
<b>Project</b>	<b>Federal</b>	<b>Local/Other Funding</b>	<b>Total</b>
Pedestrian and Bicycle	TBD	TBD	
Green Streets	TBD	TBD	
Public Transit	TBD	TBD	
ITS & TOCs	TBD	TBD	
	<b>\$2,268,000</b>	<b>\$567,000</b>	<b>\$2,835,000</b>



**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)  
FEDERAL TRANSIT ADMINISTRATION  
SECTION 5310**

**ENHANCED MOBILITY FOR SENIORS AND PERSONS WITH  
DISABILITY PROGRAM OF PROJECTS**

## **ELDERLY AND PERSONS WITH DISABILITIES PROGRAM**

INCOG was designated by the Governor of Oklahoma and is the selected recipient for Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, for the Tulsa Region. The Tulsa Region Coordinated Transportation Plan was developed and adopted in January 2021.

The FTA Section 5310 Elderly and Persons with Disabilities Program currently provides capital assistance to organizations that serve the specialized transportation needs of the elderly and persons with disabilities. Federal matching funds pay for 80 percent of the cost of accessible vehicles with the remainder paid for by the requesting organization. Each Section 5310 recipient is also responsible for ongoing maintenance and operation costs once the vehicle has been acquired.

Eligible Section 5310 activities include improvements beyond the requirements of the Americans with Disabilities Act (ADA). IJJA also continued the geographic distribution of funds based on population—large urban, small urban, and rural—rather than the previous single distribution to the state as a whole.

For distribution of any funds under Section 5310, projects selected have to be included in the Coordinated Plan. This plan specifically focuses on the transportation needs of elderly and people with disabilities. The Coordinated Transportation Plan for the Tulsa region includes the five-county TMA region, comprising Tulsa, Creek, Osage, Rogers, and Wagoner counties. The plan was last updated in January 2021.

**Section 5310 Approved Projects for Federal Fiscal Year 2024-27**

INCOG Program	5310	2024	\$2,025	\$2,026	\$2,027	Total
		\$959,671	\$978,488	\$997,305	\$1,016,122	\$3,951,586

\*Project selection for FFY 2024, 2025, 2026 and 2027 will begin in the first quarter of 2024. Once Selected projects are approved by the INCOG Board, they will be added to the FFY 2024-27 TIP through the Amendment Process





**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)  
FEDERAL TRANSIT ADMINISTRATION  
METROPOLITAN TULSA TRANSIT AUTHORITY (MTTA)**

**PROGRAM OF PROJECTS**

## FFY 2024 Tulsa Transit Projects

Count	Sec	Type	Mode	Desc.	FTA	Local	Total
Tulsa	TBD	Transit Capital	Transit	Preventive Maintenance	\$3,500,000	\$875,000	\$4,375,000
Tulsa	TBD	Transit Capital	Transit	Operations	\$3,746,000	\$3,476,000	\$6,952,000
Tulsa	TBD	Transit Capital	Transit	Leases/Audit Services	\$108,000	\$27,000	\$135,000
Tulsa	TBD	Transit Capital	Transit	Long & Short Range	\$484,000	\$121,000	\$605,000
Tusa	TBD	Transit Capital	Transit	Capital	\$99,581	\$248,953	\$124,465
Tusa	TBD	Transit Capital	Transit	Safety	\$64,898	\$16,225	\$81,123
Tusa	TBD	Transit Capital	Transit	Security	\$86,532	\$21,633	\$108,165
Tulsa	5339C	Transit Capital	Transit	No Lo Emission Buses	\$6,666,105	\$1,666,526	\$8,332,631
Tulsa	5339C	Transit Capital	Transit	No Lo Emission Buses	\$4,800,375	\$1,200,094	\$6,000,469

## FFY 2025 Tulsa Transit Projects

Count	Sec	Type	Mode	Desc.	FTA	Local	Total
Tulsa	TBD	Transit Capital	Transit	Preventive Maintenance	\$3,500,000	\$875,000	\$4,375,000
Tulsa	TBD	Transit Capital	Transit	Operations	\$3,746,000	\$3,476,000	\$6,952,000
Tulsa	TBD	Transit Capital	Transit	Leases/Audit Services	\$108,000	\$27,000	\$135,000
Tulsa	TBD	Transit Capital	Transit	Long & Short Range	\$484,000	\$121,000	\$605,000
Tulsa	TBD	Transit Capital	Transit	Capital	\$99,581	\$248,953	\$124,465
Tusa	TBD	Transit Capital	Transit	Safety	\$64,898	\$16,225	\$81,123
Tusa	TBD	Transit Capital	Transit	Security	\$86,532	\$21,633	\$108,165

## FFY 2026 Tulsa Transit Projects

Count	Sec	Type	Mode	Desc.	FTA	Local	Total
Tulsa	TBD	Transit Capital	Transit	Preventive Maintenance	\$3,500,000	\$875,000	\$4,375,000
Tulsa	TBD	Transit Capital	Transit	Operations	\$3,746,000	\$3,476,000	\$6,952,000
Tulsa	TBD	Transit Capital	Transit	Leases/Audit Services	\$108,000	\$27,000	\$135,000
Tulsa	TBD	Transit Capital	Transit	Long & Short Range	\$484,000	\$121,000	\$605,000
Tulsa	TBD	Transit Capital	Transit	Capital	\$99,581	\$248,953	\$124,465
Tusa	TBD	Transit Capital	Transit	Safety	\$64,898	\$16,225	\$81,123
Tusa	TBD	Transit Capital	Transit	Security	\$86,532	\$21,633	\$108,165

## FFY 2027 Tulsa Transit Projects

Count	Sec	Type	Mode	Desc.	FTA	Local	Total
Tulsa	TBD	Transit Capital	Transit	Preventive Maintenance	\$3,500,000	\$875,000	\$4,375,000
Tulsa	TBD	Transit Capital	Transit	Operations	\$3,746,000	\$3,476,000	\$6,952,000
Tulsa	TBD	Transit Capital	Transit	Leases/Audit Services	\$108,000	\$27,000	\$135,000
Tulsa	TBD	Transit Capital	Transit	Long & Short Range	\$484,000	\$121,000	\$605,000
Tulsa	TBD	Transit Capital	Transit	Capital	\$99,581	\$248,953	\$124,465
Tusa	TBD	Transit Capital	Transit	Safety	\$64,898	\$16,225	\$81,123
Tusa	TBD	Transit Capital	Transit	Security	\$86,532	\$21,633	\$108,165

## Resolution

Joint resolution between the Indian Nations Council of Governments and the Oklahoma Department of Transportation

A RESOLUTION TO ADOPT THE *FFY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM* FOR THE TULSA TRANSPORTATION MANAGEMENT AREA

WHEREAS, the Indian Nations Council of Governments, as the Metropolitan Planning Organization designated by the Governor of the State of Oklahoma for the Tulsa Metropolitan Area, is responsible for the operation and maintenance of a comprehensive, cooperative and continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process is carried out by the Indian Nations Council of Governments through a Memorandum of Understanding with the Oklahoma Department of Transportation and the Metropolitan Tulsa Transit Authority, dated April, 1975; and

WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134, Title 23, United States Code, of Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL); and

WHEREAS, a Transportation Improvement Program for the Tulsa Transportation Management Area, containing highway, transit, bicycle/pedestrian, and air quality improvement projects expected to be carried out from FFY 2024 to FFY 2027, has been prepared through the planning process; and

WHEREAS, opportunities for citizens, affected public agencies, private providers of public transportation, and other interested parties to participate in and have their views considered in the development of the Transportation Improvement Program were provided through public meetings and public notices;

NOW, THEREFORE BE IT RESOLVED that the Indian Nations Council of Governments, as the Metropolitan Planning Organization, hereby endorses the approval of the *FFY 2024 – 2027 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2024 – 2027 Transportation Improvement Program* for the Tulsa Transportation Management Area.

\_\_\_\_\_  
Indian Nations Council of Governments

\_\_\_\_\_  
Date

\_\_\_\_\_  
Oklahoma Department of Transportation

\_\_\_\_\_  
Date

# MPO SELF-CERTIFICATION

## Metropolitan Transportation Planning Process Self-Certification

The Oklahoma Department of Transportation (ODOT) and the INCOG (Indian Nations Council of Governments), the designed Metropolitan Planning Organization for the Tulsa Transportation Management area hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 200d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
4. Section 1101(b) of the MAP-21 legislation and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.) and 49 CFR parts 27, 37 and 38
7. The older American Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

\_\_\_\_\_  
Indian Nations Council of Governments

\_\_\_\_\_  
Date

\_\_\_\_\_  
Oklahoma Department of Transportation

\_\_\_\_\_  
Date

## **INCOG – Surface Transportation Project Selection Process**

ODOT has established a project selection process with the adoption of their Construction Work Plan. This selection process applies to Interstate Maintenance, National Highway System, Surface Transportation Program (outside of the Tulsa Adjusted Urban Area), and Bridge Replacement/Rehabilitation projects in the TMA. In cooperation with INCOG, ODOT selects these projects at the Commission District level based on projected available resources and with consideration of population, highway system miles, and historical funding trends. This process is documented in the ODOT Construction Work Plan.

INCOG established a process for the prioritization of transportation projects to be funded with Urban Area Surface Transportation Block Grant (STBG) funds for inclusion into the TIP for the Tulsa Transportation Management Area. In 2022, The Urban Area STP ranking criteria were revised to provide direct application for funding for all communities in the TMA. With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, projects are evaluated annually for eligibility and to establish priorities. Candidate projects will be programmed into the TIP based on priorities and the availability of funds, and selected for construction in order of meeting all requirements and being ready to proceed. It is customary for INCOG to revise the selection criteria for various project categories based on the need, funding constraints, implementation guidelines, following federal and state guidance. The current STBG application can be found on INCOG's website at [https://www.incog.org/Transportation/transportation\\_main.html](https://www.incog.org/Transportation/transportation_main.html)

Urban Area STBG funds are spent within the Tulsa Transportation Management Area, but are not used on roads functionally classified pursuant to federal guidelines as local or rural minor collectors, except for bridges. The allocation of Urban Area STBG funds to the TMA is based on the 2020 Census population within the Census defined Tulsa Urban Area boundary. The Adjusted Tulsa Urban Area currently includes the Cities of, Bixby, Broken Arrow, Catoosa, Coweta, Glenpool, Jenks, Kiefer, Owasso, Sand Springs, Sapulpa, and Tulsa and adjacent portions of Creek, Osage, Rogers, Tulsa, and Wagoner Counties. Urban area is expected to change with the FHWA consent to adding Glenpool and Owasso based on Census proposal and it will be adjusted accordingly. Entities within the Adjusted Tulsa Urban Area are eligible to utilize the Urban Area STP funds.

Project sponsors submit projects for implementation using Tulsa Urban Area STP funds by completing a Transportation Project Rating Form for each project. The form is used to establish project eligibility and to score transportation projects proposed for funding. The prioritization results from the form's scoring system allow fair competition and selection based on the project's individual characteristics, status, and local commitment relative to the other projects. Specifically, projects are evaluated on the following characteristics:

- A. Travel Time Improvements
- B. Safety Improvements
- C. System Maintenance and Management
- D. Livability
- E. Freight Movement & Intermodal
- F. Project Preparation
- G. Multijurisdictional
- H. Transportation Equity/Access/Mobility

Projects were previously selected and funded through FFY 2025. INCOG anticipates that project selection and programming for INCOG Surface Transportation Projects for 2026 and 2027 will take place in FFY 2024.

## **Public Involvement Process**

INCOG's public participation goals and objectives are outlined in the Public Participation Plan (PPP). The PPP acts as the framework that guides the public participation process in all of INCOG's planning activities, including the development of the Transportation Improvement Plan. Public involvement activities related to the development and maintenance of the TIP are detailed in INCOG's Public Involvement Process (Appendix A.)

As a part of the process to develop the TIP there were several public involvement opportunities available to interested area citizens. Each Transportation Technical Committee (TTC) and Transportation Policy Committee (TPC) was open to the public to allow area citizens to express their views. The document was made available through INCOG's transportation web page and in the INCOG offices. From November 15<sup>th</sup> through December 1<sup>st</sup>, 2023 the public had opportunities to present their view and opinions regarding the TIP. It is anticipated that in December 2023 the INCOG Board will approve the TIP. A direct email was sent out to the area agencies, stakeholders and public involvement database to inform the public of the final TIP document. A public notice was also published in local area newspapers. Consideration by the INCOG Board of Directors is scheduled for December 12, 2023.

Legal notices were advertised in area newspapers or periodicals including a Spanish language publication. INCOG web site had over 600 unique visitors and over 1,200 unique page views during the public notice period.

The TIP is a dynamic document that is amended from time to time. All amendments to the TIP will have ample opportunity for public review and comment, through media notices, direct mailings to interested parties, and agenda postings on the INCOG internet home page. The TAC and TPC will review all proposed amendments and forward recommendations to the INCOG Board of Directors. All approved amendments will be included in the TIP document and transmitted to ODOT for inclusion in the Statewide Transportation Improvement Program.

## **FFY 2024 – 2027 Transportation Improvement Program Performance Measures – Management**

The Infrastructure, Investment and Jobs ACT (IIJA) and its predecessor, Fixing America's Surface Transportation Act (FAST Act), require that state DOTs, MPOs, and transit agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance-based approach to transportation planning and programming is intended to ensure the most efficient use of transportation funds, facilitate improved investment decision-making, and increase accountability and transparency. INCOG must demonstrate that the TIP "makes progress towards achieving the performance targets" and that the TIP includes, "to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets" (23 CFR § 450.326). The national goal areas are as follows:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

As the designated MPO for the region, INCOG is required to set targets for each of these performance measure areas. A target is defined as “a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA)” (23 CFR § 490.101). INCOG must set these targets no more than 180 days after ODOT sets their targets and can establish these targets by either: (1) agreeing to plan and program projects so that they contribute toward the accomplishment of ODOT’s targets for the performance measures; or (2) committing to a quantifiable target for the performance measures, as stipulated by the FHWA.

## **Goals for the Surface Transportation Block Grant Program (STBGP)**

Goals for the Surface Transportation Block Grant Program (STBGP) Project Selection process is to achieve a safe, reliable transportation system that is maintained in a state of good repair. Performance measures are adopted to reflect these goals for the INCOG Region (set in cooperation with ODOT & per FHWA guidance). More specific goals are spelled out at the state level.

- **Safety (PM1):**  
 Number of fatalities  
 Fatalities per 100 million vehicle miles traveled  
 Number of serious injuries  
 Serious injuries per 100 million vehicles miles traveled  
 Number of non-motorized fatalities and non-motorized serious injuries
- **Pavement Condition (PM2):**  
 Percentage of pavements on the interstate system in Good condition  
 Percentage of pavements of Interstate system in Poor condition  
 Percentage of pavements on the non-Interstate NHS in Good condition  
 Percentage of pavement of the non-Interstate NHS in Poor condition
- **Bridge Condition (PM2):**  
 Percentage of NHS bridges in good condition  
 Percentage of NHS bridges in Poor condition
- **System Performance (PM3):**  
 Interstate Travel Time Reliability Measure (Percent of person-miles traveled on Interstate that are reliable)  
 Non-Interstate Travel Time Reliability measure (Percent of person-miles traveled on the non-Interstate NHS that are reliable)



- **Freight Movement on the Interstate System (PM3):**  
Freight Reliability (Truck Travel Time Reliability Index)
- **Traffic Congestion (PM3):**  
Peak Hour Excessive Delay  
Non-Single Occupant Vehicle Travel (SOV)
- **On Road Mobile Source Emissions (PM3):**  
Total Emission Reductions

### INCOG Selection Criteria for Projects

INCOG’s Project Selection process for the Surface Transportation Block Grant Program (STBGP) allows for projects related to Maintenance of system preservation, Safety and capacity improvements of arterial intersections, System management and integration, Alternative transportation and Capacity addition. These selection criteria as outlined would address the Performance Criteria as below:

<b>INCOG Project Types &amp; Weighting Criteria</b>	<b>Performance Goal</b>
Safe Arterial Intersection Safety Score (30%)	Safety for motorized travel (PM1) Safety for non-motorized travel (PM1)
System Preservation (0% - 20%)	Pavement Condition (PM2) Bridge Condition (PM2)
Transportation System Management (0% - 20%)	Improve Travel Time Reliability (PM3) Improve System Performance (PM3)
Alternative Transportation (0% - 10%)	Safety for non-motorized fatalities and injuries (PM1) On Road Mobile Source Emissions (PM3)
Capacity Addition/Travel Time (12% - 30%)	Traffic Congestion (PM3) Transportation System performance (PM3) Traveler Safety (PM1) Pavement Condition (PM2) Bridge Condition (PM2) On Road Mobile Source Emissions (PM3)

The scoring and ranking of projects submitted each year allows for the ranking and rating of projects following locally set criteria to address above Performance Measures and Targets.

### Safety Performance Measures

The Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized in the Federal Registrar in 2016. This document requires INCOG to review, establish and report on the following performance measures:

- Number of Fatalities
- Number of Serious Injuries
- Number of Non-motorized Fatalities and Serious Injuries
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

- Rate of Serious Injuries per 100 Million VMT

The state is required to set annual targets for each safety measure and INCOG has the option to support the Department of Transportation’s targets or establish their own. The five federally-mandated targets for ODOT and INCOG have been provided below.

<b>Performance Measure</b>	<b>ODOT</b>	<b>INCOG</b>
Number of Fatalities	755	Support ODOT Target
Number of Serious Injuries	2011	Support ODOT Target
Fatality Rate per 100 Million VMT	1.69	Support ODOT Target
Serious Injury Rate per 100 Million VMT	4.53	Support ODOT Target
Total number of non-motorized fatalities and non-motorized serious injuries	297	Support ODOT Target

\*Statewide Targets set by ODOT based of 5-year rolling annual average

## **Non-Safety Performance Measures**

The second Performance Management Measure called for the establishment of values in regards to pavement conditions for both Interstate and Non-Interstate roadways, as well as, bridge conditions on the National Highway System. Six performance measures were set to identify trends and review progress towards maintaining a “good state of repair” on the Interstate and Non-Interstate National Highway System (NHS). The performance measures selected are as follows:

- **Pavement Condition**
  - % of Interstate System Pavement in Good Condition
  - % of Interstate System Pavement in Poor Condition
  - % of Non-Interstate NHS Pavement in Good Condition
  - % of Non-Interstate NHS Pavement in Poor Condition
- **Bridge Condition**
  - % of NHS Bridges Classified in Good Condition
  - % of NHS Bridges Classified in Poor Condition

These targets are set every four years with the opportunity for revision every two years. The targets below are from FFY 2023.

<b>Performance Measure</b>	<b>2023 ODOT Base Line</b>	<b>2 Year Target</b>	<b>4 Year Target</b>	<b>INCOG</b>
% of Interstate System pavement in good condition	68.7%	59.0%	56.0%	Support ODOT Target
% of Interstate System pavement in poor condition	1.1%	3.0%	4.0%	Support ODOT Target
% of Non-Interstate System pavements in good condition	43.4%	41.0%	40.0%	Support ODOT Target
% of Non-Interstate System pavements in poor condition	2.7%	5.0%	6.0%	Support ODOT Target
% of NHS Bridges classified as good condition	48.2%	43.0%	40.0%	Support ODOT Target
% of NHS Bridges classified as poor condition	0.8%	3.0%	5.0%	Support ODOT Target

The Third Performance Management Rule calls for the MPO's to establish targets regarding the performance, reliability, and efficiency of the transportation system. The system performance targets consist of the following measures:

- **System Performance**
  - Interstate Travel Time Reliability
  - Non-Interstate Travel Time Reliability
  - Truck Travel Time Reliability

<b>Performance Measure</b>	<b>2023 ODOT Base Line</b>	<b>2 Year Target</b>	<b>4 Year Target</b>	<b>INCOG</b>
% of Interstate NHS with reliable travel times	94.8%	90.0%	90.0%	Support ODOT Target
% of Non-Interstate NHS with reliable travel times	97.5%	90.0%	90.0%	Support ODOT Target
Truck travel time reliability	1.24	1.33	1.33	Support ODOT Target

INCOG's TIP and planning documents are required to address the regions established performance measures and describe how the projects programmed within the Transportation Management Area (TMA) will achieve the set goals. Projects within the TIP reflect the implementation of performance-based planning and programming (PBPP) as performance measures are utilized when selecting projects.

## Appendix A – Public Involvement Process

### Excerpts from the Public Involvement Process for the Tulsa Transportation Management Area.

#### Transportation Improvement Program

The Transportation Improvement Program (TIP) describes all federally funded transportation projects or programs that will be carried out over the next 4 years. These Projects or programs must be derived from the MTP, and therefore, the TIP is an implementation tool of the MTP. The TIP is developed every two years and lists projects beginning with the subsequent federal fiscal year. INCOG develops the TIP for the Tulsa TMA in cooperation with ODOT, the Metropolitan Tulsa Transit Authority (MTTA), airports and local governments in the TMA. Because the TIP is a short-term program, it has a relatively immediate impact on the transportation system in the region; therefore, an informed and involved public is essential in setting the priorities in the TIP. The TIP development and amendment process satisfies MTTA's and FTA's public participation requirements for the Program of Project/POP. As part of the process of developing the TIP, INCOG will conduct:

- **Specific Outreach** – INCOG will notify in writing individuals, organizations and associations, partner agencies, and local governments at the initiation of the TIP development. This notification will include a description and timeline of the development process, a general outline of the programs and types of projects affected, and a detailed description of the opportunities for input and review. INCOG plans to attend local events, such as the Tulsa State Fair, MayFest, and various community markets for public interaction and feedback.
- **Media Relations Activities** – INCOG will send press releases and legal notices to the local media at the initiation, preliminary, and final approval stages of the TIP development. Articles will be submitted for inclusion in various organization-based publications.
- **Public Meetings** – Public meetings, either in person or online, of the TAC and TPC will be held to allow opportunities for public comment prior to the TIP advancing to the next stage of development.
- **TIP Online** – The draft TIP and final TIP will be posted on the INCOG website and INCOG Newsletter with an email link allowing for comments or questions to be submitted. Once the TIP is adopted, a current copy will be maintained on the website reflecting the most recent amendments and progress and/or any delay in implementing the TIP.

There will be a 14-day comment period before the TIP will be formally adopted or amended. All TTC, TPC, and Board of Directors meetings are open to the public and are held at accessible locations.

## Glossary of Terms and Acronyms

ADA	American with Disabilities Act
BHFY	Federal Bridge Rehabilitation on collector street or greater
BHIY	Federal Bridge Rehabilitation on Interstate
BOD	Board of Directors
BRFY	Federal Bridge Replacement on collector street or greater
BRO-C	Bridge Replacement on County Roads
CMAQ	Congestion Mitigation and Air Quality
DPI	Federal-Aid Demonstration Project
EH	Transportation Enhancement
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IMY	Interstate Maintenance
IMG	Interstate Maintenance Safety
INCOG	Indian Nations Council of Governments
JARC	Job Access-Reverse Commute transit grant
Local	Project funding for local government unit
MTP	Long-Range Transportation Plan
NHY	National Highway System
NHIY	National Highway System funds used on the Interstate System
ODOT	Oklahoma Department of Transportation
PL	Metropolitan Planning Program
SEC	5303 Metropolitan Planning for Transit
SEC	5307 Urban Area Formula Program for Transit
SEC	5309 Capital Program for Transit
SEC	5310 Capital Program for Transit serving the elderly/handicapped
SFY	State Fiscal Year
SH	State Highway designation
STIP	Statewide Transportation Improvement Program
TTC	Transportation Technical Committee
TPC	Technical Policy Committee