
FFY 2018 – 2021 Transportation Improvement Program

For the Tulsa Transportation Management Area



Endorsed by the INCOG Board of Directors December 12, 2017

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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.

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Resolution

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

A RESOLUTION TO ADOPT THE FFY 2018 – 2021 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 Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, a Transportation Improvement Program for the Tulsa Transportation Management Area, containing highway, transit, bicycle/pedestrian, airport, and air quality improvement projects expected to be carried out from FFY 2018 to FFY 2021, 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 2018 – 2021 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2018 – 2021 Transportation Improvement Program* for the Tulsa Transportation Management Area.



Indian Nations Council of Governments

12/19/2017
Date

Oklahoma Department of Transportation

Date

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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) 2018 – 2021 Transportation Improvement Program (TIP)* presents a program of improvements to the surface transportation system within the Tulsa Transportation Management Area (see map on page 3) to be implemented with federal matching 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.

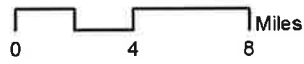
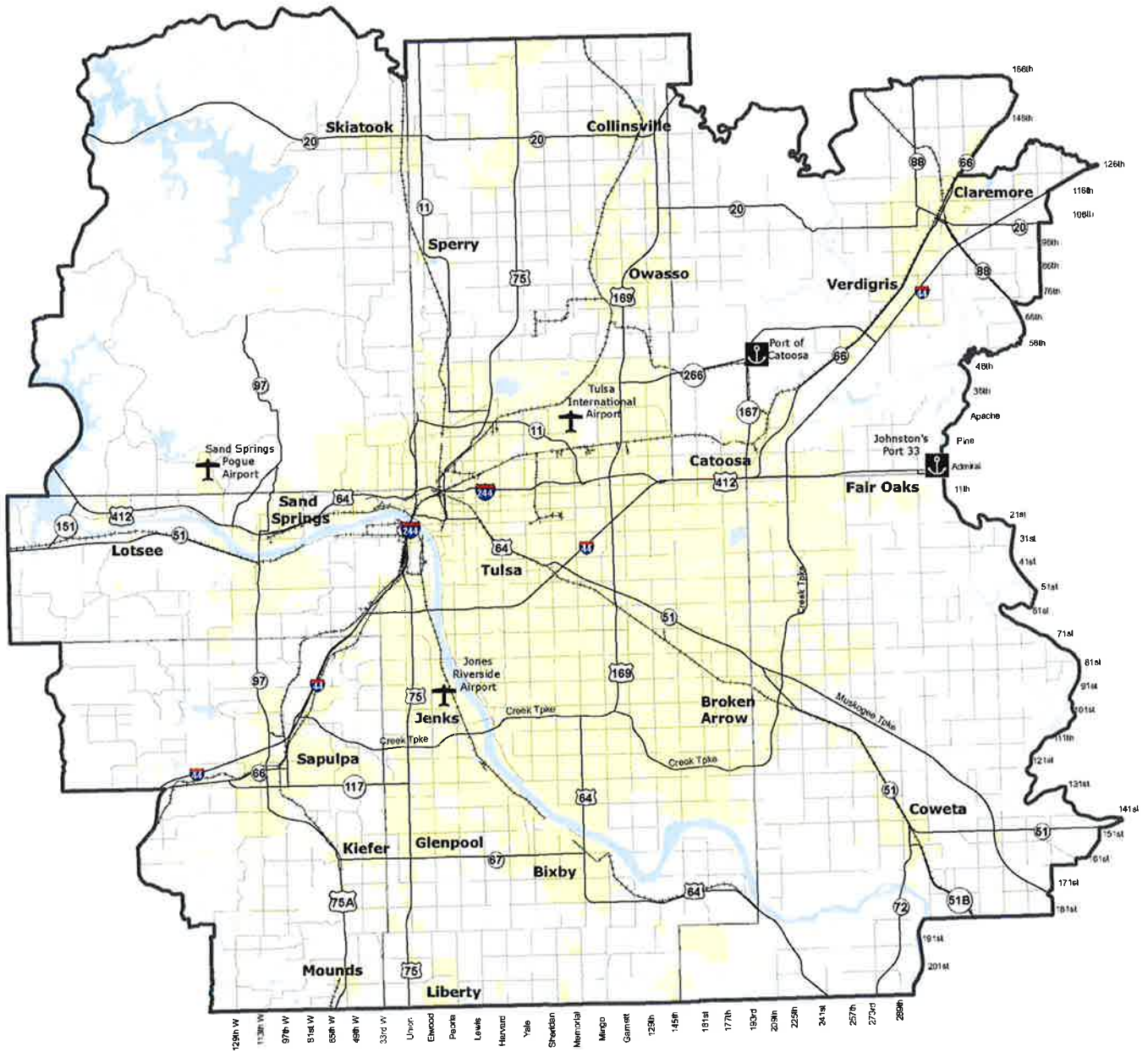
The TIP is a program of projects for which funding is expected to be available. As a result, the *TIP* reflects the transportation improvements priorities of the region, given the resources available. The Program Detail on page 4 lists, by funding program, the total funds expected and programmed from 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.incog.org/transportation), and will be updated as often as necessary.

Tulsa Transportation Management Area



- Highways
- Arterials
- ++++ Railroads
- Water Bodies
- Streams
- Corporate Limits
- County Boundary
- Transportation Management Area



FFY 2018 Program Details

TRANSPORTATION

FFY 2018

| County | JP no | Work Type | Description | Length | Federal Funding Category | Federal | State | Other | Total |
|---------------------|---------|-------------------------|---|--------|--------------------------|---------------------|---------------------|------------|-------------------|
| CREEK | 2708304 | BRIDGE & APPROACHES | SH-33: UNNAMED CREEK, 1.4 MI. EAST OF PAYNE COUNTY LINE | 0.25 | | \$0 | \$1,144,500 | \$0 | 1,144,500 |
| CREEK | 2792504 | BRIDGE & APPROACHES | SH-48: OVER THE CIMARRON RIVER, APPROX. 2.5 MI NORTH OF JCT. SH-51/SH-28 | 0.35 | STP | \$6,621,568 | \$1,607,250 | \$0 | 8,228,818 |
| CREEK | 2968305 | RIGHT OF WAY | SH-16 OVER THE TURNER TURNPIKE (I-44) | 0.1 | | \$0 | \$112,270 | \$0 | 112,270 |
| CREEK | 2968306 | UTILITIES | SH-16 OVER THE TURNER TURNPIKE (I-44) | 0.1 | NHPP | \$89,816 | \$22,454 | \$0 | 112,270 |
| CREEK | 2968405 | RIGHT OF WAY | SH-16 OVER WEST SPRING CREEK, 6.4 MILES SOUTH OF THE JCT. SH-33 | 0.1 | | \$0 | \$112,270 | \$0 | 112,270 |
| CREEK | 2968406 | UTILITIES | SH-16 OVER WEST SPRING CREEK, 6.4 MILES SOUTH OF THE JCT. SH-33 | 0.1 | STP | \$89,816 | \$22,454 | \$0 | 112,270 |
| CREEK | 3284104 | MONEY ONLY | BRIDGE & APPROACHES - I-44 (TURNER TURNPIKE) OVER SH-66 (COORDINATION WITH OTA) 0.1 MILE E OF TURNPIKE GATE | 0.3 | NHPP | \$8,000,000 | \$2,000,000 | \$0 | 10,000,000 |
| CREEK Total | | | | | | \$14,801,200 | \$5,021,198 | \$0 | 19,822,398 |
| OSAGE | 2426104 | BRIDGE & APPROACHES | SH-99: OVER BIRCH CREEK & AN ABANDONED RR APPROX 11.6 MI NORTH OF SH-20 | 1.1 | | \$0 | \$8,149,875 | \$0 | 8,149,875 |
| OSAGE | 2426705 | RIGHT OF WAY | SH-20: FROM 4.06 MILES WEST OF THE TULSA C/L, EAST 2.4 MILES RW FOR 24267(04) | 2.4 | | \$0 | \$2,443,166 | \$0 | 2,443,166 |
| OSAGE | 2426706 | UTILITIES | SH-20: FROM 4.06 MILES WEST OF THE TULSA C/L, EAST 2.4 MILES UT FOR 24267(04) | 2.4 | STP | \$858,703 | \$214,675 | \$0 | 1,073,378 |
| OSAGE | 2475204 | BRIDGE & APPROACHES | SH-20 OVER GRAY HORSE CR APPROX. 1.6 MILE EAST OF SH-18 | 0.13 | STP | \$2,952,592 | \$738,148 | \$0 | 3,690,740 |
| OSAGE | 2968605 | RIGHT OF WAY | SH-99 OVER PENN CREEK, 0.3 MILES NORTH OF THE JCT. SH-20 | 0.1 | | \$0 | \$112,270 | \$0 | 112,270 |
| OSAGE | 2968606 | UTILITIES | SH-99 OVER PENN CREEK, 0.3 MILES NORTH OF THE JCT. SH-20 | 0.1 | STP | \$89,816 | \$22,454 | \$0 | 112,270 |
| OSAGE Total | | | | | | \$3,901,111 | \$11,680,588 | \$0 | 15,581,699 |
| ROGERS | 2624205 | RIGHT OF WAY | SH-20: REALIGNMENT FROM .65 MILES EAST OF THE VERDIGRIS RIVER, SE APPROX. 4.2 MILES TO KING RD | 4.2 | | \$0 | \$3,501,658 | \$0 | 3,501,658 |
| ROGERS | 2624206 | UTILITIES | SH-20: REALIGNMENT FROM .65 MILES EAST OF THE VERDIGRIS RIVER, SE APPROX. 4.2 MILES TO KING RD | 4.2 | NHPP | \$1,058,718 | \$264,680 | \$0 | 1,323,398 |
| ROGERS Total | | | | | | \$1,058,718 | \$3,766,338 | \$0 | 4,825,056 |
| TULSA | 1147604 | BRIDGE REHABILITATION | TULSA: BA EXPWY/SH 51 OVER LEWIS AVENUE | 0.1 | NHPP | \$3,140,260 | \$785,070 | \$0 | 3,925,330 |
| TULSA | 1147704 | BRIDGE REHABILITATION | TULSA: BA EXPWY/SH 51 OVER 15TH STREET EAST AND WEST BOUND & SH-51 OVER MK&T RR | 0.094 | | \$0 | \$9,122,711 | \$0 | 9,122,711 |
| TULSA | 2660412 | PEDESTRIAN IMPROVEMENTS | I-244 OVER ARKANSAS RIVER (EASTBOUND) VIEWING PLATFORM AESTHETICS | 0.56 | NHPP | \$240,000 | \$60,000 | \$0 | 300,000 |
| TULSA | 2707305 | RIGHT OF WAY | US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44 | 0.25 | | \$0 | \$350,755 | \$0 | 350,755 |
| TULSA | 2707306 | UTILITIES | US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44 | 0.25 | NHPP | \$331,740 | \$82,934 | \$0 | 414,674 |
| TULSA | 2885304 | MONEY ONLY | 193 RD STREET OVER SH 51, AT THE WAGONER C/L (MONEY ONLY PARTNERSHIP WITH CITY OF BROKEN ARROW) | 0.34 | | \$0 | \$4,000,000 | \$0 | 4,000,000 |
| TULSA | 2885904 | BRIDGE & APPROACHES | 129TH E. AVE I-244 UNDER, 1.54 MI EAST OF JCT US 169 | 0.5 | NHPP | \$5,032,992 | \$1,258,248 | \$0 | 6,291,240 |
| TULSA | 2887804 | BRIDGE REHABILITATION | SH 51 OVER SHERIDAN NORTH AND SOUTHBOUND 2.6 MILES SOUTHEAST OF 21ST STREET | 0.1 | NHPP | \$1,892,096 | \$643,100 | \$0 | 2,535,196 |
| TULSA | 2888104 | BRIDGE REHABILITATION | I-444 OVER 11TH AND 6TH STREET, .3 MILES NORTH OF SH 51 | 0.1 | NHPP | \$3,360,000 | \$840,000 | \$0 | 4,200,000 |

TRANSPORTATION

FFY 2018

| County | JP no | Work Type | Description | Length | Federal Funding Category | Federal | State | Other | Total |
|--------------------|---------|-------------------------|---|--------|--------------------------|---------------------|---------------------|------------|-------------------|
| TULSA | 2888804 | BRIDGE REHABILITATION | I-244 RAMP N-E OVER I-244 EAST AND WESTBOUND UNDER AND I-244 RAMP W-N 5.54 MILES EAST OF JCT I-444 (TIE TO 28867(04),28886(04),29076(04) | 0.1 | NHPP | \$2,284,639 | \$571,160 | \$0 | 2,855,799 |
| TULSA | 2890004 | PAVEMENT | I-444 FROM ARKANSAS RIVER EXTEND | 1.3 | NHPP | \$16,400,000 | \$4,100,000 | \$0 | 20,500,000 |
| TULSA | 2907604 | BRIDGE REHABILITATION | SH-11 OVER SL & SF R.R., 1.2 MILES SE OF SHERIDAN RD & SH-11 OVER PINE, (TIE TO 28867(04),28886(04),28888(04)) | 0.2 | NHPP | \$3,200,000 | \$800,000 | \$0 | 4,000,000 |
| TULSA | 2960604 | BRIDGE REHABILITATION | PEORIA OVER US 75, 1.1 MILES NORTH OF THE JCT. OF I-244 | 0.1 | NHPP | \$600,000 | \$150,000 | \$0 | 750,000 |
| TULSA | 3031808 | BRIDGE PAINTING | 2018 DIVISION 8 BRIDGE PAINT (VARIOUS LOCATIONS) | | | \$0 | \$1,000,000 | \$0 | 1,000,000 |
| TULSA | 3037405 | RIGHT OF WAY | US-75 OVER 81ST STREET NORTH AND SOUTHBOUND, 7 MILES NORTH JCT. US-75/SH-67 ROW FOR 30374(04) | 0.2 | | \$0 | \$109,000 | \$0 | 109,000 |
| TULSA | 3037406 | UTILITIES | US-75 OVER 81ST STREET NORTH AND SOUTHBOUND, 7 MILES NORTH JCT. US-75/SH-67 UTL FOR 30374(04) | 0.2 | NHPP | \$87,200 | \$21,800 | \$0 | 109,000 |
| TULSA | 3193805 | RESURFACE | I-44 FROM 0.48 MI EAST OF I-244 EXT EAST 1.95 MI | 1.95 | | \$0 | \$1,500,000 | \$0 | 1,500,000 |
| TULSA | 3194305 | BRIDGE WATER PROOF SEAL | DIVISION 8 SILANE PROJECTS - BRIDGE WATERPROOF SEAL - MULTIPLE LOCATIONS | 1.95 | | \$0 | \$189,750 | \$0 | 189,750 |
| TULSA | 3194306 | BRIDGE WATER PROOF SEAL | 2018 DIVISION 8 SILANE PROJECTS | | | \$0 | \$1,000,000 | \$0 | 1,000,000 |
| TULSA | 3194404 | JOINT SEAL/REPAIR | JOINT SEAL/REPAIR I-44 EB & WB BRIDGES OVER ARKANSAS RIVER | | | \$0 | \$2,000,000 | \$0 | 2,000,000 |
| TULSA | 3194406 | JOINT SEAL/REPAIR | 2018 DIVISION 8 JOINT SEAL/REPAIR (VARIOUS LOCATIONS) | | | \$0 | \$1,500,000 | \$0 | 1,500,000 |
| TULSA Total | | | | | | \$36,568,927 | \$30,084,528 | \$0 | 66,653,455 |

FFY 2019 Program Details

| County | JP no | Work Type | Description | Length (miles) | Federal Funding Category | Federal | State | Other | Total |
|---------------------|---------|------------------------------------|--|----------------|--------------------------|---------------------|---------------------|------------|---------------------|
| CREEK | 2413105 | RIGHT OF WAY | SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES | 4.5 | | \$0 | \$1,007,925 | \$0 | 1,007,925 |
| CREEK | 2413106 | UTILITIES | SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES | 4.5 | STP | \$268,800 | \$67,200 | \$0 | 336,000 |
| CREEK | 2889005 | RIGHT OF WAY | SH 66 FR EAST OF DEPEW, EAST TO THE BRISTOW CITY LIMITS | 3.14 | | \$0 | \$1,711,300 | \$0 | 1,711,300 |
| CREEK | 2889006 | UTILITIES | SH 66 FR EAST OF DEPEW, EAST TO THE BRISTOW CITY LIMITS | 3.14 | STP | \$697,600 | \$174,400 | \$0 | 872,000 |
| CREEK | 2968205 | RIGHT OF WAY | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48 | 0.1 | | \$0 | \$115,540 | \$0 | 115,540 |
| CREEK | 2968206 | UTILITIES | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48 | 0.1 | STP | \$92,432 | \$23,108 | \$0 | 115,540 |
| CREEK | 2982905 | RIGHT OF WAY | SH-99 OVER THE CIMARRON RIVER, 4.4 MILES E S PAYNE C/L | 0.1 | | \$0 | \$54,500 | \$0 | 54,500 |
| CREEK | 2982906 | UTILITIES | SH-99 OVER THE CIMARRON RIVER, 4.4 MILES E S PAYNE C/L | 0.1 | STP | \$43,600 | \$10,900 | \$0 | 54,500 |
| CREEK Total | | | | | | \$1,102,432 | \$3,164,873 | \$0 | \$4,267,305 |
| OSAGE | 2022805 | RIGHT OF WAY | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES | 2 | | \$0 | \$1,974,613 | \$0 | 1,974,613 |
| OSAGE | 2022806 | UTILITIES | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES | 2 | STP | \$928,205 | \$232,053 | \$0 | 1,160,258 |
| OSAGE | 2426204 | BRIDGE & APPROACHES | SH-18: OVER SALT CREEK, 2.0 MILES NORTH OF THE PAWNEE C/L | 0.5 | | \$0 | \$4,551,455 | \$0 | 4,551,455 |
| OSAGE | 2426505 | RIGHT OF WAY | SH-11: FROM 2 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES | 3.75 | | \$0 | \$141,789 | \$0 | 141,789 |
| OSAGE | 2426506 | UTILITIES | SH-11: FROM 2 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES | 3.75 | NHPP | \$152,260 | \$38,065 | \$0 | 190,325 |
| OSAGE | 2475205 | BRIDGE & APPROACHES | SH-20: SYCAMORE CREEK , 7.9 MILE EAST OF SH-18 | 0.25 | STP | \$1,748,363 | \$437,090 | \$0 | 2,185,453 |
| OSAGE | 2708404 | APPROACHES | SH-20: BUG CREEK, 11.5 MI EAST OF JCT. SH18 | 0.3 | STP | \$5,448,990 | \$1,362,248 | \$0 | 6,811,238 |
| OSAGE | 2716804 | INTERSECTION MODIFICATION BRIDGE & | SH-20: INTERSECTION AT SH-30 & JAYVINE HILL ROAD, 3.25 MILES WEST OF SH-11 | 0.25 | NHPP | \$2,737,285 | \$684,320 | \$0 | 3,421,605 |
| OSAGE | 2799504 | APPROACHES | SH-99: OVER POND CREEK, 5.1 MILES NORTH OF SH-10 JCT. | 0.3 | STP | \$5,108,800 | \$1,277,200 | \$0 | 6,386,000 |
| OSAGE | 2826205 | GRADE, DRAIN & BRIDGE | SH-11: OVER RED EAGLE BRANCH CREEK, 9.2 MILES EAST OF JCT. SH-99 | 0.02 | STP | \$674,159 | \$168,540 | \$0 | 842,699 |
| OSAGE | 2886004 | BRIDGE & APPROACHES | SH 99 OVER BIRCH CREEK, 2.7 MI NORTH OF JCT SH 10 | 0.5 | STP | \$975,002 | \$243,753 | \$0 | 1,218,755 |
| OSAGE | 2958704 | BRIDGE & APPROACHES | US-60 OVER SALT CREEK, 1.2 MI WEST OF THE JCT OF SH-18 | 0.1 | NHPP | \$1,921,915 | \$480,478 | \$0 | 2,402,393 |
| OSAGE | 3107505 | RIGHT OF WAY | SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL | 0.2 | | \$0 | \$109,090 | \$0 | 109,090 |
| OSAGE | 3107506 | UTILITIES | SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL | 0.2 | STP | \$84,872 | \$21,218 | \$0 | 106,090 |
| OSAGE Total | | | | | | \$19,779,851 | \$11,721,912 | \$0 | \$31,501,763 |
| ROGERS | 2960104 | BRIDGE & APPROACHES | US 412 OVER THE VERDIGRIS RIVER O'FLOW | 0.1 | NHPP | \$5,127,975 | \$1,281,992 | \$0 | 6,409,967 |
| ROGERS | 3035305 | RIGHT OF WAY | US-412: VERDIGRIS RIVER WESTBOUND, 7.5 MILES EAST OF I-44 | 0.87 | | \$0 | \$54,500 | \$0 | 54,500 |
| ROGERS | 3035306 | UTILITIES | US-412: VERDIGRIS RIVER WESTBOUND, 7.5 MILES EAST OF I-44 | 0.87 | NHPP | \$43,600 | \$10,900 | \$0 | 54,500 |
| ROGERS Total | | | | | | \$5,171,575 | \$1,347,392 | \$0 | \$6,518,967 |
| TULSA | 2434604 | GRADE, DRAINING, BRIDGE & SURFACE | SH-20: FROM 0.09 MI EAST OF US-75, EAST 3.83 MILES | 3.83 | STP | \$21,753,238 | \$5,438,309 | \$0 | 27,191,547 |
| TULSA | 2707304 | BRIDGE & APPROACHES | US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44 | 0.25 | NHPP | \$8,404,800 | \$2,101,200 | \$0 | 10,506,000 |
| TULSA | 2969305 | RIGHT OF WAY | I-44 OVER 33RD WEST AVE EAST AND WESTBOUND, 0.6 MILES EAST OF SH-66 | 0.1 | | \$0 | \$576,747 | \$0 | 576,747 |
| TULSA | 2969306 | UTILITIES | I-44 OVER 33RD WEST AVE EAST AND WESTBOUND, 0.6 MILES EAST OF SH-66 | 0.1 | NHPP | \$461,400 | \$115,350 | \$0 | 576,750 |
| TULSA | 3107905 | RIGHT OF WAY | SH-11 OVER BIRD CREEK, LOCATED 2 MI S WASHINGTON CD | 0.2 | | \$0 | \$51,500 | \$0 | 51,500 |
| TULSA | 3107906 | UTILITIES | SH-11 OVER BIRD CREEK, LOCATED 2 MI S WASHINGTON CD | 0.2 | STP | \$41,200 | \$10,300 | \$0 | 51,500 |

| County | JP no | Work Type | Description | Length (miles) | Federal Funding Category | Federal | State | Other | Total |
|----------------------|---------|---------------------|--|----------------|--------------------------|---------------------|--------------------|------------|---------------------|
| TULSA | 3188504 | BRIDGE & APPROACHES | SH-11 OVER DIRTY BUTTER CREEK, 1.2 MILES WEST OF SH-11/US-75 JCT US-64 (MEMORIAL DR.) & US-169 | 0.2 | NHPP | \$3,490,796 | \$872,699 | \$0 | 4,363,495 |
| TULSA | 3334305 | UTILITIES | INTERCHANGE IMPROVEMENT | 0.07 | NHPP | \$164,800 | \$41,200 | \$0 | 206,000 |
| TULSA Total | | | | | | \$34,316,234 | \$9,207,305 | \$0 | \$43,523,539 |
| WAGONER | 3281704 | MONEY ONLY | SH-51: SH-51 @ ONETA RD. (INCOG) | 0.02 | | \$0 | \$350,000 | \$0 | 350,000 |
| WAGONER Total | | | | | | \$0 | \$350,000 | \$0 | \$350,000 |

FFY 2020 Program Details

| County | JP no | Work Type | Description | Length | Federal | State | Other |
|----------------------|---------|-----------------------------------|--|--------|---------------------|---------------------|------------|
| CREEK | 2413204 | GRADE, DRAIN & SURFACE | SH-66: FROM APPROX. 0.25 MILES EAST OF DEPEW, NORTHEAST, ON NEW ALIGNMENT | 1 | \$3,155,708 | \$788,926 | \$0 |
| CREEK | 2442505 | RIGHT OF WAY | US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 4.83 MILES, TO KIEFER | 4.8 | \$0 | \$548,995 | \$0 |
| CREEK | 2442506 | UTILITIES | US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 4.83 MILES, TO KIEFER | 4.8 | \$253,316 | \$63,329 | \$0 |
| CREEK | 2799204 | PAVEMENT REHABILITATION | SH-51: FROM CREEK COUNTY LINE, EAST 2.5 MILES | 2.5 | \$2,544,000 | \$636,000 | \$0 |
| CREEK | 2968404 | BRIDGE & APPROACHES | SH-16 OVER WEST SPRING CREEK, 6.4 MILES SOUTH OF THE JCT. SH-33 | 0.1 | \$354,294 | \$88,573 | \$0 |
| CREEK Total | | | | | \$6,307,318 | \$2,125,823 | \$0 |
| ROGERS | 2031504 | INTERCHANGE | I-44: INTERCHANGE AT 165TH E AVE -SPLIT FUNDING REQUIRED | 0.04 | \$16,287,350 | \$4,071,838 | \$0 |
| ROGERS | 2703104 | GRADE, DRAINING, BRIDGE & SURFACE | SH-20: FROM 4 MILES EAST OF TULSA COUNTY LINE EAST TO .65 MILE EAST OF VERDIGRIS RIVER | 3.9 | \$41,988,350 | \$10,497,086 | \$0 |
| ROGERS | 3109305 | RIGHT OF WAY | US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT | 2 | \$0 | \$54,500 | \$0 |
| ROGERS | 3109306 | UTILITIES | US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT | 2 | \$43,600 | \$10,900 | \$0 |
| ROGERS Total | | | | | \$58,319,300 | \$14,634,324 | \$0 |
| TULSA | 1098106 | RIGHT OF WAY | TULSA: I-44 AT US 169 INTERCHANGE | 0.3 | \$0 | \$3,316,298 | \$0 |
| TULSA | 1098107 | UTILITIES | TULSA: I-44 AT US 169 INTERCHANGE | 0.3 | \$1,564,181 | \$391,045 | \$0 |
| TULSA | 2650504 | GRADE, DRAIN & SURFACE | SH-97: FROM 500' SOUTH OF MORROW DRIVE NORTH IN SAND SPRINGS | 0.2 | \$6,102,306 | \$1,525,576 | \$0 |
| TULSA | 3109405 | RIGHT OF WAY | SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAIL LOCATED .6 MILES EAST OF CREEK CL | 0.5 | \$0 | \$54,500 | \$0 |
| TULSA | 3109406 | UTILITIES | SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAIL LOCATED .6 MILES EAST OF CREEK CL | 0.5 | \$43,600 | \$10,900 | \$0 |
| TULSA | 3109505 | RIGHT OF WAY | SH 11 INTERSECTION MODIFICATION AT SH 11 & 86TH ST NORTH LOCATED 5.6 MILES NORTH OF GILCREASE EXPRESSWAY | 1 | \$0 | \$54,500 | \$0 |
| TULSA | 3109506 | UTILITIES | SH 11 INTERSECTION MODIFICATION AT SH 11 & 86TH ST NORTH LOCATED 5.6 MILES NORTH OF GILCREASE EXPRESSWAY | 1 | \$43,600 | \$10,900 | \$0 |
| TULSA Total | | | | | \$7,753,687 | \$5,363,719 | \$0 |
| WAGONER | 3120905 | RIGHT OF WAY | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT. | 0.8 | \$100,000 | \$100,000 | \$0 |
| WAGONER | 3120906 | UTILITIES | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT. | 0.8 | \$40,000 | \$10,000 | \$0 |
| WAGONER Total | | | | | \$140,000 | \$110,000 | \$0 |

FFY 2021 Program Details

| County | JP no | Work Type | FFY | Description | Length | Federal Funding Category | Federal | State | Other | Total |
|----------------------|---------|-----------------------------------|------|--|--------|--------------------------|--------------|--------------|-------|--------------|
| CREEK | 3108804 | PAVEMENT REHABILITATION | 2021 | SH 48 BEGIN AT SH 66 E JCT AND EXTEND NORTH 5.56 MI | 5.56 | STP | \$4,360,000 | \$1,090,000 | \$0 | \$5,450,000 |
| CREEK Total | | | | | | | \$4,360,000 | \$1,090,000 | \$0 | \$5,450,000 |
| OSAGE | 2028804 | GRADE, DRAIN & BRIDGE | 2021 | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES | 2 | STP | \$6,039,325 | \$1,509,831 | \$0 | \$7,549,156 |
| OSAGE | 2426804 | WIDEN & RESURFACE | 2021 | SH-20 FROM SH-99 IN HOMINY, EAST 5.0 MI | 5 | STP | \$7,194,000 | \$1,032,415 | \$0 | \$8,226,415 |
| OSAGE Total | | | | | | | \$13,233,325 | \$2,542,246 | \$0 | \$15,775,571 |
| ROGERS | 2624204 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | SH-20: REALIGNMENT FROM SOUTHAVEN RD, EXTEND EAST APPROX. 1.4 MILES TO KING RD. OF THE VERDIGRIS RIVER, SE APPROX. 2.8 | 1.4 | NHPP | \$26,160,000 | \$6,540,000 | \$0 | \$32,700,000 |
| ROGERS | 2624207 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | MILES TO SOUTHAVEN RD. | 2.8 | NHPP | \$8,720,000 | \$2,180,000 | \$0 | \$10,900,000 |
| ROGERS Total | | | | | | | \$34,880,000 | \$8,720,000 | \$0 | \$43,600,000 |
| TULSA | 2093105 | RIGHT OF WAY | 2021 | EXPRESSWAY | 0.5 | | \$0 | \$3,923,160 | \$0 | \$3,923,160 |
| TULSA | 2093106 | UTILITIES | 2021 | EXPRESSWAY | 0.5 | NHPP | \$1,352,095 | \$338,024 | \$0 | \$1,690,119 |
| TULSA | 2630106 | PAVEMENT REHABILITATION | 2021 | 2.1 MI. TO ARKANSAS RIVER AND REHAB BRIDGE OVER 31ST. STREET US 64 FR SOUTH 161 STREET IN BIXBY SOUTH & | 2.1 | NHPP | \$17,440,000 | \$4,360,000 | \$0 | \$21,800,000 |
| TULSA | 2889605 | RIGHT OF WAY | 2021 | EAST TO MINGO RD US 64 FR SOUTH 161 STREET IN BIXBY SOUTH & | 2 | | \$0 | \$3,198,473 | \$0 | \$3,198,473 |
| TULSA | 2889606 | UTILITIES | 2021 | EAST TO MINGO RD | 2 | NHPP | \$1,507,992 | \$376,998 | \$0 | \$1,884,990 |
| TULSA | 3109805 | RIGHT OF WAY | 2021 | SH-20 INTERSECTION MODIFICATION WITH TRAFFIC SIGNALS AT 145TH | 0.04 | | \$0 | \$545,000 | \$0 | \$545,000 |
| TULSA | 3109806 | UTILITIES | 2021 | SH-20 INTERSECTION MODIFICATION WITH TRAFFIC SIGNALS AT 145TH | 0.04 | STP | \$436,000 | \$109,000 | \$0 | \$545,000 |
| TULSA | 3334304 | INTERCHANGE | 2021 | US-64 (MEMORIAL DR.) & US-169 INTERCHANGE IMPROVEMENT | 0.07 | | \$0 | \$1,635,000 | \$0 | \$1,635,000 |
| TULSA Total | | | | | | | \$20,736,087 | \$14,485,655 | \$0 | \$35,221,742 |
| WAGONER | 2091604 | GRADE, DRAIN & SURFACE | 2021 | SH-72: FR 2.15 MILES NORTH OF MUSKOGEE C/L, EXT. NORTH 1.77 MILES | 1.77 | STP | \$4,128,800 | \$1,032,199 | \$0 | \$5,160,999 |
| WAGONER | 2195104 | BRIDGE PAINTING | 2021 | RIVER/NAVIGATION CHANNEL, 4.9 MI. N. OF THE MUSKOGEE C/L | 0.2 | NHPP | \$2,385,840 | \$596,460 | \$0 | \$2,982,300 |
| WAGONER Total | | | | | | | \$6,514,640 | \$1,628,659 | \$0 | \$8,143,299 |

FFY 2018 Statewide Line Items

| County | JP no | Work Type | Description | Federal Funding Category | Federal | State | Other | Total |
|------------------------------|---------|------------------------------------|--|--------------------------|--------------|-------------|-------|------------|
| STATEWIDE LINE ITEM PROJECTS | 1704924 | SAFETY IMPROVEMENT | FFY 2018 STIP: STATEWIDE RAIL CROSSING PROJECTS-PROTECTION DEVICES, CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC | SPR | \$8,000,000 | \$0 | \$0 | 8,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1705024 | BRIDGE IMPR. | FFY 2018 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT- PAINTING MINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC | STP | \$2,000,000 | \$0 | \$0 | 2,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1705124 | SAFETY IMPROVEMENT | FFY 2018 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD, LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC | SPR | \$12,000,000 | \$0 | \$0 | 12,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1766324 | ENHANCEMENT | FFY 2018 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC | TAP | \$8,200,000 | \$0 | \$0 | 8,200,000 |
| STATEWIDE LINE ITEM PROJECTS | 1826221 | MONEY ONLY | FFY 2018 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS | TAP | \$1,800,000 | \$0 | \$0 | 1,800,000 |
| STATEWIDE LINE ITEM PROJECTS | 1972019 | RIGHT OF WAY CLEARANCE | FFY 2018 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ON PUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP | STP | \$1,000,000 | \$0 | \$0 | 1,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2078018 | RESURFACE | FFY 2018 STIP: 3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENT PRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL | STP | \$35,000,000 | \$0 | \$0 | 35,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2078118 | JOINT SEAL/REPAIR | FFY 2018 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA-PREVENTIVE MAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR | NHPP | \$5,000,000 | \$0 | \$0 | 5,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2101618 | CONTRACT P.E. (AS OF 10/1/2013) | FFY 2018 STIP: STATEWIDE PRELIMINARY ENGINEERING | STP | \$25,000,000 | \$0 | \$0 | 25,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361218 | BRIDGE & APPROACHES | FFY 2018 STIP: STATEWIDE COUNTY BRIDGE PROGRAM | STP | \$20,000,000 | \$0 | \$0 | 20,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361318 | GRADE, DRAIN & SURFACE | FFY 2018 STIP: STATEWIDE COUNTY ROAD PROGRAM | STP | \$6,000,000 | \$0 | \$0 | 6,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361418 | GRADE, DRAIN & SURFACE | FFY 2018 STIP: STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | STP | \$3,000,000 | \$0 | \$0 | 3,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2562518 | SAFETY IMPROVEMENT | FFY 2018 STIP: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE | SRS | \$2,000,000 | \$0 | \$0 | 2,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 3102418 | RIGHT OF WAY | FFY 2018 STIP: STATEWIDE R/W ACQUISITION & UTILITY RELOCATION ESTIMATED COST \$750,000 OR LESS (FOR PROJECTS NOT IN THE STIP) | STP | \$3,500,000 | \$0 | \$0 | 3,500,000 |
| STATEWIDE LINE ITEM PROJECTS | 3330718 | A.D.A. COMPLIANCE | FFY 2018 STIP: STATEWIDE A.D.A. PROJECTS FOR COMPLIANCE | HSIP | \$5,000,000 | \$1,000,000 | \$0 | 6,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 3330818 | INTELLIGENT TRANSPORTATION SYSTEMS | FFY 2018 STIP: PROJECTS FOR INTELLIGENT TRANSPORTATION SYSTEM ACTIVITIES | HSIP | \$2,500,000 | \$0 | \$0 | 2,500,000 |

FFY 2019 Statewide Line Items

| County | JP no | Work Type | Description | Federal Funding Category | Federal | State | Other | Total |
|------------------------------|---------|--|--|--------------------------|--------------|-------------|-------|------------|
| STATEWIDE LINE ITEM PROJECTS | 1704925 | SAFETY IMPROVEMENT | FFY 2019 STIP: STATEWIDE RAIL CROSSING PROJECTS-PROTECTION DEVICES, CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC | SPR | \$8,000,000 | \$0 | \$0 | 8,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1705025 | BRIDGE IMPR. | FFY 2019 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT-- PAINTING MINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC | STP | \$2,000,000 | \$0 | \$0 | 2,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1705125 | SAFETY IMPROVEMENT | FFY 2019 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD, LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC | SPR | \$12,000,000 | \$0 | \$0 | 12,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1766325 | ENHANCEMENT | FFY 2019 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC | TAP | \$12,000,000 | \$0 | \$0 | 12,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1826222 | MONEY ONLY | FFY 2019 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS | TAP | \$1,800,000 | \$0 | \$0 | 1,800,000 |
| STATEWIDE LINE ITEM PROJECTS | 1972020 | RIGHT OF WAY CLEARANCE | FFY 2019 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ON PUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP | STP | \$1,000,000 | \$0 | \$0 | 1,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2078019 | RESURFACE | FFY 2019 STIP: 3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENT PRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL | STP | \$35,000,000 | \$0 | \$0 | 35,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2078119 | JOINT SEAL/REPAIR | FFY 2019 STIP: 3R(BRIDGE) IN CONJUNCTION WITH FHWA-PREVENTIVE MAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR | NHPP | \$5,000,000 | \$0 | \$0 | 5,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2101619 | CONTRACT P.E. (AS OF 10/1/2013) | FFY 2019 STIP: STATEWIDE PRELIMINARY ENGINEERING | STP | \$25,000,000 | \$0 | \$0 | 25,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361219 | BRIDGE & APPROACHES | FFY 2019 STIP: STATEWIDE COUNTY BRIDGE PROGRAM | STP | \$20,000,000 | \$0 | \$0 | 20,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361319 | GRADE, DRAIN & SURFACE | FFY 2019 STIP: STATEWIDE COUNTY ROAD PROGRAM | STP | \$6,000,000 | \$0 | \$0 | 6,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361419 | GRADE, DRAIN & SURFACE | FFY 2019 STIP: STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | STP | \$3,000,000 | \$0 | \$0 | 3,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2562519 | SAFETY IMPROVEMENT | FFY 2019 STIP: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE | SRS | \$2,000,000 | \$0 | \$0 | 2,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 3102419 | RIGHT OF WAY | FFY 2019 STIP: STATEWIDE R/W ACQUISITION & UTILITY RELOCATION ESTIMATED COST \$750,000 OR LESS (FOR PROJECTS NOT IN THE STIP) | STP | \$3,500,000 | \$0 | \$0 | 3,500,000 |
| STATEWIDE LINE ITEM PROJECTS | 3330719 | A.D.A. COMPLIANCE INTELLIGENT TRANSPORTATION | FFY 2019 STIP: STATEWIDE A.D.A. PROJECTS FOR COMPLIANCE | HSIP | \$5,150,000 | \$1,030,000 | \$0 | 6,180,000 |
| STATEWIDE LINE ITEM PROJECTS | 3330819 | SYSTEMS | FFY 2019 STIP: PROJECTS FOR INTELLIGENT TRANSPORTATION SYSTEM ACTIVITIES | HSIP | \$2,500,000 | \$0 | \$0 | 2,500,000 |

FFY 2020 Statewide Line Items

| County | JP no | Work Type | Description | Federal Funding Category | Federal | State | Other | Total |
|------------------------------|---------|------------------------------------|--|--------------------------|--------------|-------------|-------|------------|
| STATEWIDE LINE ITEM PROJECTS | 1704926 | SAFETY IMPROVEMENT | FFY 2020 STIP: STATEWIDE RAIL CROSSING PROJECTS-PROTECTION DEVICES, CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC | SPR | \$8,000,000 | \$0 | \$0 | 8,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1705026 | BRIDGE IMPR. | FFY 2020 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT- PAINTING MINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC | STP | \$2,000,000 | \$0 | \$0 | 2,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1705126 | SAFETY IMPROVEMENT | FFY 2020 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD, LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC | SPR | \$12,000,000 | \$0 | \$0 | 12,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1766326 | ENHANCEMENT | FFY 2020 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC | TAP | \$12,000,000 | \$0 | \$0 | 12,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1826223 | MONEY ONLY | FFY 2020 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS | TAP | \$1,800,000 | \$0 | \$0 | 1,800,000 |
| STATEWIDE LINE ITEM PROJECTS | 1972021 | RIGHT OF WAY CLEARANCE | FFY 2020 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ON PUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP | STP | \$1,000,000 | \$0 | \$0 | 1,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2078020 | RESURFACE | FFY 2020 STIP:3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENT PRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL | STP | \$35,000,000 | \$0 | \$0 | 35,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2078120 | JOINT SEAL/REPAIR | FFY 2020 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA-PREVENTIVE MAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR | NHPP | \$5,000,000 | \$0 | \$0 | 5,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2101620 | CONTRACT P.E. (AS OF 10/1/2013) | FFY 2020 STIP: STATEWIDE PRELIMINARY ENGINEERING | STP | \$25,000,000 | \$0 | \$0 | 25,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361220 | BRIDGE & APPROACHES | FFY 2020 STIP: STATEWIDE COUNTY BRIDGE PROGRAM | STP | \$20,000,000 | \$0 | \$0 | 20,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361320 | GRADE, DRAIN & SURFACE | FFY 2020 STIP: STATEWIDE COUNTY ROAD PROGRAM | STP | \$6,000,000 | \$0 | \$0 | 6,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361420 | GRADE, DRAIN & SURFACE | FFY 2020 STIP: STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | STP | \$3,000,000 | \$0 | \$0 | 3,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2562520 | SAFETY IMPROVEMENT | FFY 2020 STIP: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE | SRS | \$2,000,000 | \$0 | \$0 | 2,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 3102420 | RIGHT OF WAY | FFY 2020 STIP: STATEWIDE R/W ACQUISITION & UTILITY RELOCATION ESTIMATED COST \$750,000 OR LESS (FOR PROJECTS NOT IN THE STIP) | STP | \$3,500,000 | \$0 | \$0 | 3,500,000 |
| STATEWIDE LINE ITEM PROJECTS | 3330720 | A.D.A. COMPLIANCE | FFY 2020 STIP: STATEWIDE A.D.A. PROJECTS FOR COMPLIANCE | HSIP | \$5,300,000 | \$1,060,000 | \$0 | 6,360,000 |
| STATEWIDE LINE ITEM PROJECTS | 3330820 | INTELLIGENT TRANSPORTATION SYSTEMS | FFY 2020 STIP: PROJECTS FOR INTELLIGENT TRANSPORTATION SYSTEM ACTIVITIES | HSIP | \$2,500,000 | \$0 | \$0 | 2,500,000 |

FFY 2021 Statewide Line Items

| County | IP no | Work Type | Description | Federal Funding Category | Federal | State | Other | Total |
|------------------------------|---------|---------------------------------|--|--------------------------|--------------|-------------|-------|------------|
| STATEWIDE LINE ITEM PROJECTS | 1704927 | SAFETY IMPROVEMENT | FFY 2021 STIP: STATEWIDE RAIL CROSSING PROJECTS-PROTECTION DEVICES, CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC | SPR | \$8,000,000 | \$0 | \$0 | 8,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1705027 | BRIDGE IMPR. | FFY 2021 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT- PAINTING MINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC | STP | \$2,000,000 | \$0 | \$0 | 2,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1705127 | SAFETY IMPROVEMENT | FFY 2021 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD, LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC | SPR | \$12,000,000 | \$0 | \$0 | 12,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1766327 | ENHANCEMENT | FFY 2021 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC | TAP | \$12,000,000 | \$0 | \$0 | 12,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 1826224 | MONEY ONLY | FFY 2021 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS | TAP | \$1,800,000 | \$0 | \$0 | 1,800,000 |
| STATEWIDE LINE ITEM PROJECTS | 1972022 | RIGHT OF WAY CLEARANCE | FFY 2021 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ON PUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP | STP | \$1,000,000 | \$0 | \$0 | 1,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2078021 | RESURFACE | FFY 2021 STIP: 3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENT PRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL | STP | \$35,000,000 | \$0 | \$0 | 35,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2078121 | JOINT SEAL/REPAIR | FFY 2021 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA- PREVENTIVE MAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR | NHPP | \$5,000,000 | \$0 | \$0 | 5,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2101621 | CONTRACT P.E. (AS OF 10/1/2013) | FFY 2021 STIP: STATEWIDE PRELIMINARY ENGINEERING | STP | \$25,000,000 | \$0 | \$0 | 25,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361221 | BRIDGE & APPROACHES | FFY 2021 STIP: STATEWIDE COUNTY BRIDGE PROGRAM | STP | \$20,000,000 | \$0 | \$0 | 20,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361321 | GRADE, DRAIN & SURFACE | FFY 2021 STIP: STATEWIDE COUNTY ROAD PROGRAM | STP | \$6,000,000 | \$0 | \$0 | 6,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2361421 | GRADE, DRAIN & SURFACE | FFY 2021 STIP: STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | STP | \$3,000,000 | \$0 | \$0 | 3,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 2562521 | SAFETY IMPROVEMENT | FFY 2021 STIP: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE | SRS | \$2,000,000 | \$0 | \$0 | 2,000,000 |
| STATEWIDE LINE ITEM PROJECTS | 3102421 | RIGHT OF WAY | FFY 2021 STIP: STATEWIDE R/W ACQUISITION & UTILITY RELOCATION ESTIMATED COST \$750,000 OR LESS (FOR PROJECTS NOT IN THE STIP) | SRTP | \$3,500,000 | \$0 | \$0 | 3,500,000 |
| STATEWIDE LINE ITEM PROJECTS | 3330721 | A.D.A. COMPLIANCE INTELLIGENT | FFY 2021 STIP: STATEWIDE A.D.A. PROJECTS FOR COMPLIANCE | HSIP | \$5,450,000 | \$1,090,000 | \$0 | 6,540,000 |
| STATEWIDE LINE ITEM PROJECTS | 3330821 | TRANSPORTATION SYSTEMS | FFY 2021 STIP: PROJECTS FOR INTELLIGENT TRANSPORTATION SYSTEM ACTIVITIES | HSIP | \$2,500,000 | \$0 | \$0 | 2,500,000 |

FFY 2018 Tulsa Transit Projects

| County | Sec | Type | Mode | Description | FTA | Local | Total |
|--------|-----|-----------------|---------|-------------------------------------|-------------|-------------|--------------|
| Tulsa | TBD | Transit Capital | Transit | Preventative Maintenance | \$3,109,500 | \$775,500 | \$3,887,000 |
| Tulsa | TBD | Transit Capital | Transit | Operations | \$1,428,000 | \$1,428,000 | \$ 2,856,000 |
| Tulsa | TBD | Transit Capital | Transit | ADA/CC/Audit | \$669,000 | \$167,250 | \$836,250 |
| Tulsa | TBD | Transit Capital | Transit | Leases/Audit Services | \$108,000 | \$27,000 | \$135,000 |
| Tulsa | TBD | Transit Capital | Transit | Long & Short Range Planning | \$1,293,000 | \$323,300 | \$1,616,300 |
| Tulsa | TBD | Transit Capital | Transit | CMAQ – Outreach/Planning Activities | \$250,000 | \$62,500 | \$312,500 |
| | | | | Totals | \$6,857,500 | \$2,783,550 | \$9,643,050 |

FFY 2019 Tulsa Transit Projects

| County | Sec | Type | Mod | Description | FTA | Local | Total |
|--------|-----|-----------------|---------|-------------------------------------|-------------|-------------|--------------|
| Tulsa | TBD | Transit Capital | Transit | Preventative Maintenance | \$3,109,500 | \$775,500 | \$3,887,000 |
| Tulsa | TBD | Transit Capital | Transit | Operations | \$1,428,000 | \$1,428,000 | \$ 2,856,000 |
| Tulsa | TBD | Transit Capital | Transit | ADA/CC/Audit | \$669,000 | \$167,250 | \$836,250 |
| Tulsa | TBD | Transit Capital | Transit | Leases/Audit Services | \$108,000 | \$27,000 | \$135,000 |
| Tulsa | TBD | Transit Capital | Transit | Long & Short Range Planning | \$1,293,000 | \$323,300 | \$1,616,300 |
| Tulsa | TBD | Transit Capital | Transit | CMAQ – Outreach/Planning Activities | \$250,000 | \$62,500 | \$312,500 |
| | | | | Totals | \$6,857,500 | \$2,783,550 | \$9,643,050 |

FFY 2020 Tulsa Transit Projects

| County | Sec | Type | Mode | Description | FTA | Local | Total |
|--------|-----|-----------------|---------|-------------------------------------|-------------|-------------|--------------|
| Tulsa | TBD | Transit Capital | Transit | Preventative Maintenance | \$3,109,500 | \$775,500 | \$3,887,000 |
| Tulsa | TBD | Transit Capital | Transit | Operations | \$1,428,000 | \$1,428,000 | \$ 2,856,000 |
| Tulsa | TBD | Transit Capital | Transit | ADA/CC/Audit | \$669,000 | \$167,250 | \$836,250 |
| Tulsa | TBD | Transit Capital | Transit | Leases/Audit Services | \$108,000 | \$27,000 | \$135,000 |
| Tulsa | TBD | Transit Capital | Transit | Long & Short Range Planning | \$1,293,000 | \$323,300 | \$1,616,300 |
| Tulsa | TBD | Transit Capital | Transit | CMAQ – Outreach/Planning Activities | \$250,000 | \$62,500 | \$312,500 |
| | | | | Totals | \$6,857,500 | \$2,783,550 | \$9,643,050 |

FFY 2021 Tulsa Transit Projects

| County | Sec | Type | Mode | Description | FTA | Local | Total |
|--------|-----|------|---------|-------------|-------------|-------------|-------------|
| Tulsa | TBD | TBD | Transit | TBD | \$6,857,500 | \$2,783,550 | \$9,643,050 |

Project Selection Criteria

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 Urbanized 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 ODOT's Needs Study, 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 Urbanized Area Surface Transportation Program (STP) funds for inclusion into the TIP for the Tulsa Transportation Management Area. In December 2009, The Urbanized 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.

Urbanized Area STP 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 Urbanized Area STP funds to the Tulsa Urbanized Area is based on the 2010 Census population within the Census defined Tulsa Urbanized Area boundary. The Adjusted Tulsa Urbanized Area currently includes the Cities of, Bixby, Broken Arrow, Catoosa, Coweta, Jenks, Sand Springs, Sapulpa, Sperry, and Tulsa and adjacent portions of Creek, Osage, Rogers, Tulsa, and Wagoner Counties. Urbanized 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 Urbanized Area are eligible to utilize the Urbanized Area STP funds. Projects located outside the defined Urbanized Area boundary may be considered, but must be sponsored by an eligible entity.

Project sponsors submit projects for implementation using Tulsa Urbanized 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. Project Preparation
- E. Livability
- F. Freight Movement and Intermodal Linkages
- G. Special Benefits

Projects were previously selected and funded through FFY 2020. INCOG anticipates that project selection and programming for INCOG Surface Transportation Projects for 2021 will take place in FFY 2018.

Financial Resources

More than \$265 million in federal funds are anticipated to be available to the Tulsa Transportation Management Area over the next four years for surface transportation improvements. The resources are expected from a variety of sources, including Federal Highway Administration funds, Federal Transit Administration funds, and Federal Aviation Administration funds, to be matched with miscellaneous local funds provided by local governments in the Tulsa Transportation Management Area. The Program Detail on page 4 reflects the funds estimated to be available and the proposed expenditure of funds over the TIP period by funding program, while the Source of Revenue Estimates table (below), identifies the source of the estimated federal funds. Local funds programmed in the TIP are those required to match the federal funds, unless otherwise noted.

Source of Revenue Estimates for the Tulsa TMA

| <i>Funding Program</i> | <i>Source of Revenue Estimate</i> |
|--|--|
| Urbanized Area Surface Transportation Program | Direct allocation to the Tulsa TMA based on the Tulsa Urbanized Area population. |
| Interstate Maintenance | Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2018 – 2021. |
| Bridge Program | Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2018 – 2021. |
| National Highway System | Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2018 – 2021. |
| Congestion Mitigation and Air Quality | Direct allocation to the Tulsa TMA by ODOT for ozone reduction and congestion reduction projects. |
| Surface Transportation Program | Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2018 – 2021. |
| Transit Section 5307 | Urbanized formula apportionment from the Federal Transit Administration. |
| Transit Section 5309 | Urbanized formula apportionment from the Federal Transit Administration. |
| Transit Section 5310 | Urbanized formula apportionment from the Federal Transit Administration for Enhanced Mobility of Elderly & Disabled |
| Metropolitan Planning Program | Direct FHWA Planning Assistance and FTA Section 5303 allocation funds to the Tulsa TMA based on ODOT's distribution formula. |
| Airport Improvement Program | FAA entitlement and discretionary funds. Local funding is from Passenger Facility Charges. |

Public Involvement Process

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. As a part of continuous process to seek input and/or provide information at each milestone event, upon the request of interested parties, public notices are published with a list of submitted projects from the various agencies available via the INCOG website. Each Technical Advisory Committee (TAC) 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 October 23 through November 30, 2017 the public had opportunities to present their views and opinions regarding the TIP. In December 2018 the TPC approved the TIP (anticipated). 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, 2017.

Legal notices were advertised in area newspapers or periodicals including a Spanish language publication. Our 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.

Air Quality

The Tulsa Transportation Management Area (TMA) is in conformity with air quality standards. Based on a 2010 emission inventory for ozone in the Metropolitan Statistical Area (MSA), On-Road Mobile sources accounted for 47% of Volatile Organic Compound emissions, 35% of Nitrogen Oxides emissions, and 67% of Carbon Monoxide emissions. The 2045 plan estimated emissions from mobile sources will decrease over time due to cleaner vehicles, cleaner fuel, and higher travel speeds. All projects listed in this TIP are consistent with the Long Range Transportation Plan (LRTP).

The Environmental Protection Agency (EPA) standards governing allowable emissions for metropolitan areas mandate that the maximum ozone emissions be measured on a running 8-hour average. Also, the emissions exceedance level as finalized by EPA on October 1, 2015, must be below 0.070 parts-per-million (ppm). The level will be determined based on the fourth highest emissions level at any monitoring station in the metropolitan area over a three-year average. The TMA has 5 monitoring stations. The EPA had previously implemented the 8-hour standard with the attainment designations April 15, 2004. The TMA, along with the entire State of Oklahoma was designated attainment for the ozone air quality standard.

INCOG entered into an 8-Hour Ozone Flex agreement with the EPA and the Oklahoma Department of Environmental Quality (DEQ). Under this agreement INCOG will voluntarily

implemented measures to reduce ozone levels to meet the 8-hour standard should any monitor violate the standard.

Long Range Transportation Plan Compliance

The goals of the *2045 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.

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 three years. These projects or programs must be derived from the LRTP, and therefore, the TIP is an implementation tool of the LRTP. The TIP is developed every two years and lists projects beginning with the subsequent odd-numbered year. INCOG develops the TIP for the Tulsa TMA in cooperation with the ODOT, the Metropolitan Tulsa Transit Authority (MTTA), and airports in the TMA. Because the TIP is a short-term program, it has 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.

As a part of the process of developing the TIP, INCOG will prepare a detailed list of objectives and procedures to obtain public involvement as it relates to the Transportation Improvement Program. This detailed list will be based upon the following general guidelines:

1. **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 detail the opportunities for input and review.
2. **Media Relations Activities** – Press releases, media advisories, and legal notices will be sent to the local media at the initiation, draft, and final approval stages of the TIP development. Articles will be written for inclusion in various organization publications.
3. **Public Meetings** – A total of at least two public meetings including one for each 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. These meetings will be posted in accordance with open meetings act requirements.
4. **TIP Online** – The draft TIP and final TIP will be posted on the INCOG website with an e-mail 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 delay in implementing the TIP.

As a part of these general guidelines, there will be a 21-day comment period before the TIP will be formally adopted and a 14-day comment period before the Board of Directors endorses amendments. Also, public notices will be published in local newspapers and sent to all interested parties. All TAC, TPC, and Board of Directors meetings are open to the public and held at handicapped accessible locations.

The Transportation Improvement Program Plan of Action

The TIP serves as a short-range implementation program, identifying surface transportation projects to be initiated during the three-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 the *2045 Regional Plan Update* and the Tulsa Metropolitan Area Major Street and Highway Plan, and should reflect progress toward implementation of the plans in light of the overall

transportation goals of the metropolitan area. The projects in the TIP, 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.

Generally, the 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 availability of good surface transportation facilities and services has always been one of the major factors affecting air quality, commercial activity, and residential development in a changing metropolitan environment. In fact, the transportation system plays a central role in the lives of the residents of the region as we go about our 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 makes a positive contribution.

The Transportation Planning Division will be seeking comments from the public throughout the TIP development process. At key milestones in the process INCOG will provide specific opportunities directly to the public for review and comment on the projects in the TIP. We will be posting all information on our website as well so visit our web page (www.incog.org/Transportation/Transportation.htm), for regular updates on the TIP development and opportunities for input.

For questions regarding the TIP you may contact the Transportation Planning Division via email at incog@incog.org, by fax 918-583-1024, phone 918-584-7526, or mail to 2 West Second Street, Suite 800, Tulsa, OK 74103

Appendix B – Project Selection Process

Transportation Policy Committee Revised 2016

Surface Transportation Program (STP) Project Prioritization and Selection Process For the Tulsa Urbanized Area

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

1. Arterial Intersections – Safety and capacity improvements to existing intersections. Sample projects include, but are not limited to:
 - Railroad crossing improvements
 - Signal prioritization, automation, preemption, and/or synchronization
 - Intersection lighting, markings, and/or signage
 - Pedestrian safety measures
2. System Preservation – Maintenance or preservation projects for existing transportation infrastructure. Sample projects include, but are not limited to:
 - Pavement resurfacing, replacement, reconstruction and/or rehabilitation
 - Pavement management system
 - Bridge restoration and/or operational improvements
3. System Management and Integration – Technology systems for the management of, and communication between transportation-related systems. Sample projects include, but are not limited to:
 - Highway courtesy patrols
 - Congestion/Incident Management Systems
 - Advanced Traveler Information Systems (ATIS)
 - Intermodal transportation facilities and systems (including CVISN)
 - Traffic management center capital and O&M costs
 - Data storage and transmission
 - Intelligent Transportation System (ITS) roadside hardware
4. Alternative Transportation – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage. Sample projects include, but are not limited to:
 - Transit capital, research, safety improvements, and/or management systems costs
 - Carpool/vanpool projects
 - Sidewalk modifications and/or walkway projects
 - Bicycle transportation projects
 - Multimodal connections (park & ride lots)
5. Capacity Expansion -- Construction projects that add capacity to an existing street or interstate, or construction of new facilities. Sample projects include, but are not limited to:
 - Adding lanes to existing streets or highways
 - New Interchanges

- New Roads
- Bridge Replacement
- Bridge Widening and/or Lane Additions

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 100-point grading system. Selected projects will be included in the Transportation Improvement Program (TIP) for the Tulsa Transportation Management Area (TMA).

Eligible Transportation Improvements

In order for a project to be eligible for Tulsa Urbanized Area STP funds, it must meet the following criteria:

- 1) The proposed project must represent at least one of the following:
 - A) An implementation of actions and/or projects listed from the [Connections 2035 Long Range Transportation Plan](#).
 - B) A transportation system management (including congestion management) project, <http://www.incog.org/transportation/congestionandtraffic/2009CMPdraft.pdf>
 - C) Transportation control measures from the Air Quality State Implementation Plan,
 - D) A safety or transportation enhancement project, or
 - E) System preservation of a transportation facility (*i.e.*, reconstruction, rehabilitation, resurfacing, restoration and operational improvements).
- 2) Projects must be located within the Tulsa Transportation Management Area (TMA) (Attachment C). http://www.incog.org/Transportation/maps/tma2006_general_map.pdf
- 3) Funds must be used for roads classified as Urban Collectors and Arterials or Rural Collectors and Arterials under the Federal Highway Administration Functional Classification System. Bridges are exempt from this rule. In addition, Projects on roadways planned for inclusion as proposed revisions to Federal Highway Functional Classification, contingent upon concurrence and approval by the FHWA, will be eligible. <http://www.incog.org/Transportation/documents/FedClassMaps.htm>
- 4) The local project sponsor must be a local unit of government or instrumentality thereof (such as the Metropolitan Tulsa Transit Authority or INCOG), within the Tulsa Urbanized Area (Creek County, Osage County, Rogers County, Tulsa County, Wagoner County, City of Bixby, City of Broken Arrow, City of Catoosa, City of Coweta, City of Glenpool, City of Jenks, City of Owasso, City of Sand Springs, City of Sapulpa, Town of Sperry, Town of Kiefer or City of Tulsa) or within the Tulsa Transportation Management Area (City of Claremore, City of Collinsville, or the City of Skiatook, Town of Mounds, Town of Verdigris.)
- 5) The local project sponsor must provide to INCOG an STP Project Resolution (Attachment A), adopted by the governing body at a public meeting, which describes the project, including the type of improvement, project location, total project cost, and source(s) of matching funds. The sample resolution may be modified to reflect specific agreements between the project sponsor and ODOT or to meet local city charter requirements.

- 6) **The local project sponsor must provide to INCOG a preliminary cost estimate adjusted for inflation using a rate of 4% per year over four years, and with a contingency of approximately 15% (+ or - 5%). Cost estimates for construction projects must be submitted by a registered professional engineer, architect, or landscape architect as appropriate, licensed in the State of Oklahoma.**

Funding Ratios

The United States Department of Transportation (USDOT) will divide Surface Transportation Program funds each year among the states based on their respective amounts of highway mileage, vehicles miles traveled, and fuel tax contributions. The Oklahoma Department of Transportation (ODOT) uses 37.75% of allocated funds for various projects throughout the state, with the remaining 62.25% being divided between the Oklahoma City and Tulsa Transportation Management Areas. INCOG's share is on average an estimated \$14 million per year. Based on the priorities established, projects representing the expected resources may be programmed in the TIP to be funded with Urbanized Area STP funds.

In order to accelerate completion of the expressway system and/or initiate rail-transit system planning within the Tulsa metropolitan area, up to 15 percent of the Urbanized Area STP funds may be set aside for corridor analysis, functional planning/engineering and environmental studies; up to 50 percent for right-of-way acquisition and utility relocation; and up to 60 percent for construction related to completion/upgrading of the Expressway System (*i.e.*, Gilcrease Expressway/Parkway and Osage/L.L. Tisdale Expressway). Furthermore, Urbanized Area STP funds may be committed to pay bonds and associated financing for projects completing the Expressway System.

If capital projects are submitted that are non-roadway and specifically intended to improve mobility and accessibility for the elderly, low-income households, and persons with disabilities, then up to 5% of the annual apportionment may be set aside provided the projects meet the eligibility requirements and conform to the goals and actions of the Coordinated Human Services – Public Transit Plan. Exclusive ITS projects or Incident Management projects may also be given due consideration within the scope of the same 5% annual apportionment. In addition, a system wide, regional level funding goal for a better performing transportation system is outlined as below:

Traffic Flow Improvements (Arterial intersections, System Management & Integration) : 20% of total STP funding

System Preservation: 20% of total STP funding

The balance of the Urbanized Area STP funds will be made available for construction/implementation of transportation projects, utilizing a process to prioritize and select projects to be awarded funding. For those projects selected for funding, expenses associated with the development of engineering plans, right-of-way acquisition and utility relocation are eligible but must meet all state and federal policies. Local sponsors will also be responsible for providing required matching funds.

Urbanized Area STP projects will be funded at a ratio of 80 percent federal funds and 20 percent local funds for eligible project costs. Certain safety projects may be funded at 100 percent of the cost by federal funds upon approval by ODOT. Such safety projects are described in Title 23, U.S.C., Section 120(c), and include traffic control signalization, pavement marking, commuter carpooling and vanpooling, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles at signalized intersections.

All state and federal requirements in conjunction with the use of federal funds (*i.e.*, uniform relocation, Davis-Bacon, NEPA, etc.) must also be met. In general, it is expected that no single project or entity will be allocated more than 60% of the total STP Urbanized Area funds available per year. And furthermore, no other single project or entity will be allocated more than 50% of the remaining balance of STP Urbanized Area funds available per year. Final project scheduling by fiscal year for selected projects will be based on project phasing, project size and anticipated resources available.

Instructions for Project Submittals

Any entity wishing to sponsor functional planning/engineering, Major Investment Studies, and environmental studies, right-of-way acquisition, and utility relocation related to completion/upgrading of the Expressway System must submit a request to INCOG. Each request will be evaluated on a case-by-case basis to determine if funds will be set aside for this purpose.

A project sponsor wishing to submit a project for implementation using Tulsa Urbanized Area STP funds must complete a *Transportation Project Rating Form* (Attachment D) for each proposed project. The *Transportation Project Rating Form* will be used to establish project eligibility and to score transportation projects proposed for funding. The prioritization resulting from the form's scoring system will allow fair competition and selection based on a project's individual characteristics, status, and local commitment relative to other proposed projects.

Specifically, proposed projects will be evaluated on the following characteristics:

| | |
|---|-------------------|
| H. Travel Time Improvements | Maximum 20 points |
| I. Safety Improvements | Maximum 20 points |
| J. System Maintenance and Management | Maximum 16 points |
| K. Project Preparation | Maximum 16 points |
| L. Livability | Maximum 14 points |
| M. Freight Movement and Intermodal Linkages | Maximum 10 points |
| N. Special Benefits | Maximum 4 points |
| | <hr/> |
| Total | 100 points |

The prioritization scoring will serve as the initial screening used to select projects for funding with Urbanized Area STP funds. Certain types of projects that cannot be evaluated through the project rating process due to their characteristics (e.g., planning and engineering studies, carpool programs, wetlands mitigation, research programs, etc.) may be submitted for consideration. These "exception" projects along with the initial prioritized list will be presented to the TAC, TPC, and the INCOG Board of Directors, which together will establish the final priorities.

Completion of the preliminary activities (functional planning/engineering, and environmental studies) will make the projects better able to compete for construction funds available through other programs for projects statewide. Affected/interested entities will select a lead agency that will act as project sponsors and will be responsible for coordinating the provision of local matching funds. Funding for right-of-way acquisition and utility relocation will only be eligible upon state and federal approval of required functional planning/engineering and environmental studies.

INCOG, as the MPO, will notify ODOT of the programming of projects and will provide to ODOT copies of the project sponsors' STP Project Resolution and preliminary cost estimate. The project sponsor must file with ODOT evidence that the local matching share for the proposed project is in hand and immediately available to the project, and three copies of documentation as to the provision of engineering services to the project sponsor for preparation of plans, as applicable, for construction projects. The project sponsor must also execute a project agreement with ODOT within 180 days of project approval by the Board of Directors. INCOG reserves the right to reprogram funds for projects whose sponsors fail to execute agreements within that period.

Project funding will be obligated (approved by ODOT and FHWA) in consultation with INCOG on a "first ready, first funded" basis, regardless of project sponsor. Projects that fail to be ready to be obligated by the Federal Fiscal Year in which they were selected for funding will be jointly assessed by the project sponsor, INCOG, ODOT and USDOT, to determine if the project should be terminated and the funds reprogrammed. Reprogrammed funds will be made immediately available for projects that are ready to proceed. Project selection by the MPO will be considered to occur when the project is included on the TIP approved by the Transportation Policy Committee and endorsed by the INCOG Board of Directors. Upon receipt of MPO concurrence, ODOT will place the project on a scheduled letting list, and request the local funding share from the project sponsor. The matching funds must be received by ODOT before the project can be advertised for bids. Prior to bid opening, ODOT will request Federal authorization of the project.

Project Monitoring

It is the responsibility of ODOT to keep INCOG informed of the status of all Urbanized Area STP projects within the Tulsa area, and to report project cost adjustments so that cost estimates can be replaced with actual construction costs when the projects are let for bid and completed. ODOT shall provide to INCOG verification of the final project cost upon its completion. ODOT shall also provide to INCOG a quarterly status report summarizing the Tulsa Urbanized Area STP program, including the status of all selected projects and the amount of unobligated funding available for programming additional projects.

INCOG will routinely prepare a summary of all Tulsa Urbanized Area STP projects, including location, cost, and status, which have been obligated since the inception of the program.

ATTACHMENT A

Resolution to Request Programming of Tulsa Urbanized Area Surface Transportation Funds

WHEREAS, Surface Transportation Program Urbanized Area funds have been made available for transportation improvements within the Tulsa Transportation Management Area; and

WHEREAS, The [PROJECT SPONSOR] has selected a project described as follows:

_____ ; and

WHEREAS, the selected project is consistent with the local comprehensive plan, including applicable Major Street and Highway Plan Element, and the Regional Transportation Plan; and

WHEREAS, the engineer's preliminary estimate of cost is \$_____, and Federal participation under the terms of the Moving Ahead for Progress in the 21st Century Act relating to Surface Transportation Program Urbanized Area funds are hereby requested for funding of ____ percent of the project cost; and

WHEREAS, the [PROJECT SPONSOR] proposes to use [SOURCE] funds for the balance of the project costs; and

WHEREAS, the [PROJECT SPONSOR] has arranged for _____, a qualified [ENGINEER/ARCHITECT/LANDSCAPE ARCHITECT] licensed in the state of Oklahoma to furnish professional services in the preparation of detailed plans, specifications and estimates; and

WHEREAS, the [PROJECT SPONSOR] agrees to provide for satisfactory maintenance after completion, and to furnish the necessary right-of-way clear and unobstructed; and

WHEREAS, the [PROJECT SPONSOR] has required matching funds available and further agrees to deposit with the Oklahoma Department of Transportation said matching funds within thirty (30) days after approval by the Federal Highway Administration.

NOW, THEREFORE, BE IT RESOLVED: That the Indian Nations Council of Governments is hereby requested to program this project into the Transportation Improvement Program for the Tulsa Transportation Management Area; and

BE IT FURTHER RESOLVED: That upon inclusion in the Transportation Improvement Program, the Oklahoma Transportation Commission is hereby requested to concur in the programming and selection of this project and to submit the same to the Federal Highway Administration for its approval.

ATTEST:

(Chief Elected Official or local governing body)

(Clerk/Secretary/Attorney)

**FFY 2018-21 Urbanized Area
Surface Transportation Projects**

FFY 2018 Program

| City | Project Location | Project Description | Federal Funds | Local Funds |
|--------------|----------------------------|---|----------------------|--------------------|
| Tulsa | Gilcrease West Expressway | Engineering design, right-of-way acquisition, utility relocation, and construction from Edison Street to LL Tisdale Parkway | \$6,000,000 | \$1,500,000 |
| Bixby | 111th & Mingo Intersection | Signalization, turn lane | \$600,000 | \$200,000 |
| Sapulpa | Taft & Hickory | Traffic Signal Upgrade | \$107,000 | \$10,000 |
| Sapulpa | Dewey & Mission | Traffic Signal Replacement | \$192,000 | \$15,000 |
| Catoosa | Pine Street | SH-167 to SH-66, Widen and overlay to 3-lanes | \$1,808,040 | \$341,469 |
| Owasso | E 76th Street N. | US-169 to N 129th E Ave, Widening to 5-lanes | \$3,472,000 | \$868,000 |
| Sand Springs | S 113th W Ave | Widen, add turn lanes, sidewalks | \$1,718,685 | \$706,895 |
| Broken Arrow | 23rd Street | Kenosha to Houston | \$220,788 | \$73,597 |

FFY 2019 Program

| Sponsor | Project | Description | Federal | Local | Total | Federal Cumulative |
|--------------|----------------------------------|---|-------------|-------------|-------------|--------------------|
| Tulsa | Gilcrease West Expressway | Gilcrease West Expressway Tisdale Parkway to I-44 | \$6,000,000 | \$1,500,000 | \$7,500,000 | \$6,000,000 |
| Skiatook | Osage Trail Ped/Bike Hawk Beacon | Pedestrian Hybrid Beacon (Hawk Beacon) at Skiatook Trail crossing the Osage Priarie Trail & SH-20 | \$122,250 | \$0 | \$122,250 | \$6,122,250 |
| Sand Springs | S 113th West Ave - Phase III | Phase III of South 113th West Ave to expand the street from 2 lanes to 3 lanes, adding sidewalks, lane markings and improve intersections at W 38th St & W 49th St. | \$1,789,278 | \$1,869,628 | \$3,658,906 | \$7,911,528 |
| Tulsa County | E 51st Street | Construction for widening of East 51st Street S from 161st E Ave to 177th E Ave. | \$2,900,844 | \$966,948 | \$3,867,792 | \$10,812,372 |
| Bixby | 131st & Mingo | Signalization or implementing a roundabout at 131st Street with the widening of the intersection to accommodate expanded roadway | \$1,025,550 | \$409,350 | \$1,434,900 | \$11,837,922 |
| Catoosa 02 | SH-167 & Pine | Planning, Design & Specification with estimates to widen SH-167 to provide left turn lane & Pine West of SH-167 to provide 4 lanes & Traffic signals | \$107,640 | \$26,910 | \$134,550 | \$11,945,562 |
| Jenks 01 | Elwood Ave | Expansion of Elwood from Main Street to 111th Street: Construction Phase 1 | \$2,268,000 | \$700,000 | \$2,968,000 | \$14,213,562 |

FFY 2020 Program

| Sponsor | Project | Description | Federal | Local | Total | Federal Cumulative |
|------------------|--------------------------------------|---|-------------|-------------|-------------|--------------------|
| Tulsa (A) | Gilcrease West Expressway | Engineering design, right-of-way acquisition, utility relocation, and construction from Edison Street to I-44 | \$6,000,000 | \$1,500,000 | \$7,500,000 | \$6,000,000 |
| Bixby | Memorial Corridor Synchronization | Traffic Signal Synchronization: Creek Turnpike to 171st Street | \$182,250 | \$56,250 | \$238,500 | \$6,182,250 |
| City of Tulsa 01 | BA Expressway Lighting | Highway Lighting from Peoria Ave to Columbia on BA Expressway | \$960,000 | \$240,000 | \$1,200,000 | \$7,142,250 |
| Tulsa County 03 | 51st & Lynn Lane | Construction for widening of E 51st Street & 177th E Avenue intersection | \$1,306,384 | \$435,461 | \$1,741,845 | \$8,448,634 |
| Broken Arrow | Olive Ave from Kenosha to Albany | Widening of Olive Ave (129th E Ave) from two to five lanes from Kenosha Street to Albany Street | \$3,930,000 | \$3,000,000 | \$6,930,000 | \$12,378,634 |
| Wagoner County | 101st Street from 117th to 241st St. | Grade, Drain & Surface 101st Street from 117th to 241st St. | \$500,000 | \$2,510,000 | \$3,010,000 | \$12,878,634 |
| Catoosa 01 | Pine Street. SH 167 to 145th | Engineering, plan, specifications & overlay of Pine Street with striping and shoulder barrier | \$560,000 | \$390,000 | \$950,000 | \$13,438,634 |
| Owasso (b) | 106th St North/129th Intersection | Widen 106th St North/129th Intersection from a 2-lane four way stop to a Five Lane Signalized intersection | \$1,561,366 | \$2,050,000 | \$3,611,366 | \$15,000,000 |

(a) City of Tulsa funding is capped at \$ 6 Million toward completing the Gilcrease Connection based on INCOG Board resolution. All future Gilcrease Expressway funding is subject to the INCOG Board action in partnership with City of Tulsa, Tulsa County, Oklahoma Department of Transportation and Oklahoma Turnpike Authority.

(b): City of Owasso project is capped at \$1,561,366 based on the anticipated available surface transportation program funding.

FFY 2021 Program

**SELECTION OF PROJECTS
WILL TAKE PLACE IN Q3 2017**

| City | Project Location | Project Description | Federal Funds | Local Funds |
|------|------------------|---------------------|---------------|-------------|
| TBD | TBD | TBD | TBD | TBD |

FFY 2018-21 Transportation Enhancement (TE) Program & Transportation Alternatives Program (TAP)

| Project Number | Sponsor of Project | Description of Project | Federal Funds |
|-----------------------|---------------------------|--|----------------------|
| 22629 (04) | City of Tulsa | Mingo Trail: 41st to 51st Street | \$68,760 |
| 28846(04) | City of Tulsa | ADA Arterial Sidewalk Project | \$600,000 |
| 28844(04) | City of Sand Springs | Park Road Trail | \$596,039 |
| 28845(04) | City of Glenpool | Bicycle/Pedestrian Sidewalk Expansion | \$550,800 |
| 28839(04) | City of Skiatook | Osage Trail Extension | \$520,916 |
| 31619(04) | City of Tulsa | 4th Street Bikeway | \$75,000 |
| 31620(04) | City of Tulsa | Eliot Elementary Safe Routes to Schools | \$334,184 |
| 31621(04) | City of Tulsa | ADA Arterial Sidewalk & Curb Improvements | \$500,000 |
| 31615(04) | City of Bixby | East Fry Creek Trail and Pedestrian Bridge | \$500,000 |
| 31601(04) | City of Broken Arrow | Broken Arrow Creek Trail | \$497,562 |
| 31617(04) | Tulsa County | West Bank Bike/Ped Trail Study | \$75,000 |
| 33012(04) | Rogers County | Route 66 Sidepath | \$699,587 |
| 33019(04) | Tulsa County | Wekiwa Bike/Roadway | \$694,780 |
| 33034(04) | City of Tulsa | Citywide Safe Pedestrian Crossings/Beacons | \$75,000 |
| 33036(04) | City of Bixby | East Fry Creek Trail and Pedestrian Bridge | \$271,005 |
| 33037(04) | City of Sand Springs | SH-97 Trail Project | \$495,000 |
| 33038(04) | City of Tulsa | 11th & 12th Street Bike Lanes | \$75,000 |
| 33039(04) | City of Jenks | Churchill Park Restoration | \$74,978 |
| 33041(04) | City of Coweta | SRTS Project | \$348,496 |

Appendix C – TIP Development Process

PROCEDURES FOR DEVELOPING THE OKLAHOMA METROPOLITAN PLANNING ORGANIZATIONS (MPO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) and THE OKLAHOMA STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Title 23 USC 135(g)(1) requires each State to develop a statewide transportation improvement program for all areas of the State to cover a period of 4 years and be updated every 4 years or more frequently if the Governor elects to update more frequently. In addition, Title 23 USC 135(j)(1) requires Metropolitan Planning Organizations (MPO) designated for each metropolitan area to develop a TIP in the area for which the MPO is designated, in cooperation with the State and affected public transportation operators. In accordance with these requirements, the Oklahoma Department of Transportation (ODOT) in cooperation with the Association of Central Oklahoma Governments (ACOG), the Indian Nations Council of Governments (INCOG), the Lawton Metropolitan Planning Organization (LMPO), the Bi-state Metropolitan Planning Organization (BSMPO), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), have developed the following procedures and deadlines for coordinating and approving the Transportation Improvement Programs (TIP).

TIP DEVELOPMENT PROCEDURES AND DEADLINES

| PROCEDURE | DEADLINE |
|--|----------|
| The MPOs will begin the annual preparation of a 4 year TIP. All projects within the boundaries of a metropolitan study area requiring Federal participation, excluding projects undertaken on the National Highway System and pursuant to the Bridge and Interstate Maintenance programs, will be selected by the MPOs designated for such area in consultation with the State and in conformance with the approved Long Range Transportation Plan for such area. Projects undertaken on the National Highway System or pursuant to the Bridge and Interstate Maintenance program will be selected by the State in cooperation with the MPOs. In areas of the state not covered by an MPO, all projects in the STIP will be selected by the State in cooperation with the affected local officials | October |
| ODOT will request the FHWA to provide a list of Indian Reservation Roads (IRR) to be included in the TIPs | October |
| ODOT will provide the TMAs (ACOG, INCOG) with a written estimate of anticipated apportionments and obligation authority to be used for preparing their TIPs | November |

- FTA through ODOT Transit Division will provide a list of all Transit Programs and Funds to be included in each fiscal year of the TIPs. January
- ODOT will provide the MPOs a list of all Federal Funded Projects related to Highway, Public Transit, Public Lands, Railroad, County Roads, City Streets, City Bridges, Highway, Enhancement projects and FTA Section 5303 funds available to be included in the TIPs for ACOG, INCOG and LMPO January
- Each MPO will provide ODOT a copy of its preliminary TIP for review and comment concurrent with its release for public review and comment, in accordance with Title 23 USC 134(j)(1)(B). A minimum of twenty-one days from the date of first publication will be provided for public review and comment. April
- ODOT will provide written responses to the MPOs indicating if any specific problem(s) exist and the action necessary to correct the Preliminary TIPs. April
- A copy of the Final TIPs will be provided to ODOT for review and approval. May
- ODOT will provide the MPOs written notification approving the Final TIPs. June
- Final MPO TIPs will be amended to the current STIP without modification. September

STIP DEVELOPMENT PROCEDURES

| PROCEDURE | DEADLINE |
|---|------------------|
| The State shall develop a new 4 year Statewide Transportation Improvement Program every 3 years. Development of the STIP shall be directly related to the currently approved 8 Year Construction Work Plan. Thereafter, the STIP will be revised as necessary through a series of amendments, administrative modifications and the annual inclusion of the MPO TIPs without modification. | |
| Development of the STIP will begin with a request to the FHWA for the current Indian Reservation Roads (IRR) TIP. | January |
| FTA through ODOT Transit Division will provide a list of all Transit Programs and Funds to be included in each fiscal year of the STIP. | January-February |
| The Preliminary STIP will be distributed to Federal, State and Local Government agencies, Indian Tribal Governments, the MPOs, public transportation operators and the public for review and comments for a minimum period of twenty-one days. | July-August |
| All substantive written comments received on the Preliminary STIP will be addressed and included in the Final STIP for presentation to the Oklahoma Transportation Commission for approval. The Final STIP, including the MPO TIPs, will then be forwarded to FHWA and FTA for formal approval prior to implementation. | September |
| If the Transportation Commission approves a County Road, County Bridge, City Street, City Bridge or other local government entity sponsored project, the sponsoring local government entity will be responsible for advertising the project as an addition to the STIP. The public notice will allow a minimum of 14 days from the first date of publication for public review and comment. | |
| The FHWA Oklahoma Division will take formal action on all proposed highway amendments to the STIP. Similarly the FTA Region VI will take formal action on all proposed transit amendments to the STIP. This formal action will be provided in a form letter with signature and date block. ODOT will prepare said standard form letter for requesting approval of highway amendments to the STIP. When ODOT submits a request for approval of a proposed highway project amendment via email, it will also transmit the same request on the standard form letter to the FHWA. The email request will be sent directly to the FHWA Oklahoma Division general email (www.hdaok@fhwa.dot.gov), with copies to the Planning and Technical Services team leader and the Division Planner. FHWA will review the request and if there are no | |

issues of concern, send a response via email as soon as possible. Transit amendments will be forwarded by FHWA to FTA for review and approval. Subsequently, the FHWA will sign the standard form letter and transmit back to ODOT within 3 working days of receipt of the email

STIP AND TIP AMENDMENT PROCEDURES

Projects in any of the first four years of the STIP and TIP may be advanced in place of another project in the first four years of the STIP and TIP subject to the project selection requirements of 23 CFR 450.220 and 450.330. In addition, the STIP and TIP may be revised at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the STIP and TIP development procedures established by 23 CFR 450.216, 450.324. Changes that affect fiscal constraint must take place by amending of the STIP.

- (1) When the MPO approves an amendment to the TIP, a copy of the amendment will be forwarded to ODOT for approval, as the Governor's Designee, and subsequently added to the STIP. ODOT will forward notification of the amendment to FHWA and FTA for review and comment. The MPO will be responsible for advertising the amendment and providing an opportunity for public review and comment in accordance with Title 23 USC 134(j)(1)(B). The public notice must allow a minimum 14 days from first date of publication for public review and comment. MPO will provide ODOT with the publication date, any written substantive comments and appropriate responses.

In case of conflicts with MPO amendment request, ODOT will provide a written response within 15 calendar days of receipt of request, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, ODOT will provide the MPO written approval of the amendment and amend the STIP.

- (2) If ODOT approves an amendment to the STIP within the ACOG, INCOG or LMPO metropolitan study area, ODOT will forward notification of the amendment to FHWA and FTA for formal action. ODOT will then make a written request to the MPO to amend the TIP. ODOT will provide the MPO any written substantive comments and appropriate responses.

In case of conflict with ODOT amendment request, the MPO will provide a written response within 15 calendar days of receipt of request, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, the MPO will amend their TIP and provide ODOT with written approval of the amendment.

- (3) When the Oklahoma Transportation Commission approves a federally funded project on the State Highway System and adds it to a currently approved STIP, ODOT will forward notification of amendment to FHWA and FTA for formal action. ODOT is responsible for advertising the project for public review in accordance with Title 23 USC 135(g)(3).

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



Signature

Rich Brierre

Printed Name

Executive Director

Title

Date

12/19/2017

Oklahoma Dept. of Transportation

Signature

Printed Name

Title

Date

DEFINITIONS

UPDATE – An update is defined as making current a long-range statewide transportation plan, metropolitan transportation plan, TIP or STIP through a comprehensive review. States and MPOs may choose to “update” their transportation plans and programs well in advance of the prescribed update cycles.

AMENDMENTS – Major revisions which require public review and comment, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas).

ADMINISTRATIVE MODIFICATIONS – Minor revisions not requiring public review and comment, demonstration of fiscal constraint or conformity.

- A)** Examples of administrative modifications include but are not limited to:
1. Revision to a project description without changes to the project scope or conflict with the environmental document;
 2. Changes to the source of funds;
 3. Changes to project lead agency;
 4. Splits or combines of individually listed projects; as long as cost, schedule and scope remain unchanged or conforms to Section B below.
 5. Adding or deleting projects from grouped project (Line Item) listings as long as the funding amounts stay within the guidelines in number two above;
- B)** ODOT will notify FHWA when funding amount listed for project phases exceeds 20 percent of initial project cost AND is greater than \$2 million and the reason for the cost escalation. FHWA will review and determine if an amendment OR administrative modification is necessary.
- C)** All other revisions/changes not identified as administrative modifications would be classified as amendments to the TIP and STIP, subject to public review and comment, demonstration of fiscal constraint and conformity determination in nonattainment and/or maintenance areas.

STATEWIDE LINE ITEM – Refers to projects with similar scope not defined by specific location or cost.

APPROVAL OF PROCEDURES FOR THE STIP AND TIP

In order to develop the Transportation Improvement Program for the four Metropolitan Planning Organizations and the Statewide Transportation Improvement Program for the State of Oklahoma, these procedures have been prepared by the Oklahoma Department of Transportation in cooperation with the Association of Central Oklahoma Governments, Indian Nations Council of Governments, Lawton Metropolitan Planning Organization, the Bi-state Metropolitan Planning Organization, Federal Highway Administration and Federal Transit Administration. Each Metropolitan Planning Organization will be responsible for completing their Transportation Improvement Program in accordance with these procedures. The Oklahoma Department of Transportation will then be responsible for developing the Statewide Transportation Improvement Program and coordinating these efforts with the Federal Highway and Federal Transit Administration. Any changes to specific items presented in this procedural guide will require formal approval of the undersigned agencies and MPOs.

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 |
| BRFY | Federal Bridge Replacement on collector street or greater |
| BRO-C | Bridge Replacement on County Roads |
| CMA | 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 |
| LRTP | 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 | Urbanized 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 |
| STPY | Surface Transportation Program |

| | |
|------------|--|
| TAC | Technical Advisory Committee |
| TIP | INCOG Transportation Improvement Program |
| TMA | INCOG Transportation Management Area |
| TPC | INCOG Transportation Policy Committee |

**Federal Transit Administration (FTA) Section 5310 FFY 2016 Funds allocation
Enhanced Mobility of Seniors & Individuals with Disabilities Program**

| | Capital & Preventative Maintenance Traditional (55%) | Operational Assistance Non-traditional (35%) | Totals | Remarks |
|--|---|---|----------------------|---|
| 1. DaySpring Villa | - | \$ 33,692.00 | \$ 33,692.00 | Transport human trafficking and domestic violence victims mostly with mental health disabilities. Average of 190 trips a month. |
| 2. Kibois | \$ 8,000.00 | \$ 65,352.00 | \$ 73,352.00 | Support and expand transportation services to Wagoner County portion of the TMA. 24,000 trips per year. |
| 3. United Community Action (Cimarron) | \$ 112,000.00 | - | \$ 112,000.00 | Two buses replacement to be located in Sapulpa. |
| 4. Pelivan | \$ 38,482.00 | - | \$ 38,482.00 | Demand Response Transportation for Tulsa, Rogers Counties. This van provides services 5 days a week for 12 passengers. |
| 5. A New Leaf | - | \$ 65,352.00 | \$ 65,352.00 | 110,000 trips a year To Tulsa, Rogers, Creek, Wagoner, Okmulgee and Muskogee Counties |
| 6. Morton | \$ 76,870.00 | - | \$ 76,870.00 | 14 passenger bus and 5 passenger van |
| 7. Gatesway | \$ 38,754.00 | \$ 35,716.00 | \$ 74,470.00 | 62,100 annual passenger trips; 1 mini van |
| 8. New View OK | - | \$ 4,865.00 | \$ 4,865.00 | Voucher program Uber and taxi; 16 round-trips monthly/\$40 per round trip |
| 9. INCOG VRC | \$ 48,000.00 | - | \$ 48,000.00 | INCOG contracting with VRC partners to provide services to veterans. |
| Totals | \$ 322,106.00 | \$ 204,977.00 | \$ 527,083.00 | |



**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
FFY2018 Transportation Improvement Program Amendments**

APPROVED TIP AMENDEMENTS - JUNE 2018

| Federal Fiscal year | County | ODOT Job Piece Number | Project Description | Type of Work | Funding |
|---------------------|--------|-----------------------|---|---|--|
| 2018 | Tulsa | 29345(04) | Tulsa County: 101st Street S from South Memorial Drive to South Garnett Road, Capacity Addition, Grade, Drain & Surface | Capacity Adding, Grade, Drain & Surface | Federal: \$490,000 Other Funds: \$7,210,000 Total: \$7,700,000 |

APPROVED TIP AMENDEMENTS - MAY 2018

| Federal Fiscal year | County | ODOT Job Piece Number | Project Description | Type of Work | Funding |
|---------------------|--------|----------------------------------|---|---|--|
| 2018 | Creek | 29328(04) | Sapulpa: Taft St & Hickory St Intersection | Traffic Signals | Federal: \$117,000 Other Funds: \$0 Total: \$117,000 |
| 2018 | Creek | 29329(04) | Sapulpa: Dewey St & Mission St Intersection | Intersection Modification & Traffic Signals | Federal: \$207,000 Other Funds: \$0 Total: \$207,000 |
| 2018 | Rogers | 33314(04) | Catoosa: Pine Street from SH-167 to 145th E Ave | Resurface | Federal: \$560,000 Other Funds: \$390,000 Total: \$950,000 |
| 2018 | Rogers | 33314(05) | Catoosa: Pine Street from SJH-167 to 145th E Ave | Preliminary Engineering | Federal: \$23,648 Other Funds: \$5,912 Total: \$29,560 |
| 2018 | Tulsa | 26308(07) | Broken Arrow: 23rd St (193rd E Ave) from 71st St to 81st St. | Utilities | Federal: \$400,000 Other Funds: \$100,000 Total: \$500,000 |
| 2018 | Tulsa | 29323(04) | Bixby: 111th & Mingo Road | Intersection Modification & Traffic Signals | Federal: \$976,446 Other Funds: \$424,689 Total: \$1,401,135 |
| 2018 | Tulsa | 29326(07) | Owasso: 76th St N. from US-169 to N. 129th E Ave | Utilities | Federal: \$1,280,000 Other Funds: \$320,000 Total: \$1,600,000 |
| 2018 | Tulsa | 31313(08) | Gilcrease Expressway - 57th W Ave connection to Edison St | Grade, Drain & Surface | Federal: \$2,400,000 Other Funds: \$600,000 Total: \$3,000,000 |
| 2018 | Tulsa | 33315(04) | Bixby: Traffic signal synchronization from Creek Tpk to 171st St. | Traffic Signals | Federal: \$800,000 Other Funds: \$200,000 Total: \$1,000,000 |
| 2018 | Tulsa | Bus & Bus Facilities Grant (FTA) | MTTA: FTA discretionary grant 5339 award | Replacement of Buses with low emissions | Federal: \$4,202,870 Other Funds: \$1,050,717 Total: \$5,253,587 |

**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
FFY2019 Transportation Improvement Program Amendments: March 2019**

| Federal Fiscal year | County | ODOT Job Piece Number | Program | Project Description | Type of Work | Funding |
|---------------------|--------|-----------------------|---|---|---|--|
| 2019 | Creek | 29328(04) | INCOG Surface Transportation Program | Sapulpa: Taft Street at Hickory Street | Traffic Signals | Federal: \$117,000 Other Funds: \$0 Total: \$117,000 |
| 2019 | Creek | 29329(04) | INCOG Surface Transportation Program | Sapulpa: Dewey Street at Mission Street | Intersection Modification & Traffic Signals | Federal: \$207,000 Other Funds: \$0 Total: \$207,000 |
| 2019 | Rogers | 33314(04) | INCOG Surface Transportation Program | Catoosa: Pine Street from SH167 to 145th E Ave | Resurface | Federal: \$560,000 Other Funds: \$390,000 Total: \$950,000 |
| 2019 | Tulsa | 25212(04) | INCOG Surface Transportation Program | Jenks: 111th Street from Douglas to Elwood including the 111th & Elwood intersection | Grade, Drain, Bridge & Surface | Federal: \$2,220,206 Other Funds: \$555,051 Total: \$5,186,060 |
| 2019 | Tulsa | 26308(07) | INCOG Surface Transportation Program | Broken Arrow: 23rd Street from 71st to 81st Street | Utilities | Federal: \$400,000 Other Funds: \$100,000 Total: \$500,000 |
| 2019 | Tulsa | 28656(04) | INCOG Surface Transportation Program | Bixby: 121st Street & Mingo Road Signalization | Intersection Modification & Traffic Signals | Federal: \$400,000 Other Funds: \$100,000 Total: \$500,000 |
| 2019 | Tulsa | 33041(04) | INCOG Surface Transportation Program | Owasso: 76th Street N from US-169 to 129th E Ave | Grade, Drain, Bridge & Surface | Federal: \$3,800,000 Other Funds: \$950,000 Total: \$4,750,000 |
| 2019 | Tulsa | 30703(04) | INCOG Surface Transportation Program | Owasso: 116th Street N and 129th E Ave Intersection | Intersection Modification | Federal: \$0 Other Funds: \$2,461,000 Total: \$2,461,000 |
| 2019 | Tulsa | 31313(08) | INCOG Surface Transportation Program | Gilcrease Expressway: 57th W Ave Connection to Edison | Grade, Drain, Bridge & Surface | Federal: \$2,400,000 Other Funds: \$600,000 Total: \$3,000,000 |
| 2019 | Tulsa | 31601(04) | INCOG Transportation Alternatives Program | Broken Arrow: Extend Liberty Parkway Trail near Elm Place North to the Corner of E Ithica Place and S 1st Place | Pedestrian Improvements | Federal: \$437,699 Other Funds: \$145,899 Total: \$583,598 |
| 2019 | Tulsa | 31619(04) | INCOG Transportation Alternatives Program | Tulsa: 4th Street Bikeway Project from Harvard to Yale | Pedestrian Improvements | Federal: \$100,000 Other Funds: \$40,000 Total: \$140,000 |

| | | | | | | |
|------|-------|-----------|---|--|--------------------------------|--|
| 2019 | Tulsa | 31620(04) | INCOG Transportation Alternatives Program | Tulsa: Eliot Elementary Safe Routes Project | Pedestrian Improvements | Federal: \$315,000 Other Funds: \$105,000 Total: \$420,000 |
| 2019 | Tulsa | 31621(04) | INCOG Transportation Alternatives Program | Tulsa: ADA Arterial Sidewalk and Curb Improvements, Memorial Drive from 71st to Creek Turnpike | Pedestrian Improvements | Federal: \$500,000 Other Funds: \$210,000 Total: \$710,000 |
| 2019 | Tulsa | 33034(04) | INCOG Transportation Alternatives Program | Tulsa: Citywide Installation of Rectangular Rapid Flash Beacons | Pedestrian Improvements | Federal: \$75,000 Other Funds: \$25,000 Total: \$100,000 |
| 2019 | Tulsa | 33310(04) | INCOG Surface Transportation Program | Broken Arrow: Olive Avenue from Kenosha to Albany | Grade, Drain, Bridge & Surface | Federal: \$3,000,000 Other Funds: \$3,930,000 Total: \$6,930,000 |
| 2019 | Tulsa | 33315(04) | INCOG Surface Transportation Program | Bixby: Traffic Signal Synchronization from Creek Tpk to 171st Street | Preliminary Engineering | Federal: \$200,000 Other Funds: \$50,000 Total: \$250,000 |
| 2019 | Tulsa | 33958(04) | INCOG Surface Transportation Program | Tulsa: 61st Street South & Yale Intersection Rehabilitation | Intersection Rehabilitation | Federal: \$1,225,000 Other Funds: \$405,000 Total: \$140,000 |
| 2019 | Tulsa | 33959(04) | INCOG Surface Transportation Program | Tulsa: Memorial Drive from 81st Street to Creek Turpike | Rehabilitation / Resurface | Federal: \$1,930,000 Other Funds: \$650,000 Total: \$2,580,000 |

REVISIONS

| | | | | | | |
|------|--------|-----------|--------------------------------------|--|--------------------------------|--|
| 2019 | Tulsa | 30742(04) | INCOG Surface Transportation Program | Owasso: Garnett Road - 96th Street N to 106th Street N | Surface Transportation Program | Federal: \$3,250,000 Other Funds: \$5,921,964 Total: \$9,171,964 |
| 2019 | Rogers | 29601(04) | ODOT Surface Transportation Program | ODOT: US-412 Over the Verdigris River | Surface Transportation Program | Federal: \$5,696,993 Other Funds: \$1,424,248 Total: \$7,121,242 |
| 2019 | Rogers | 20315(04) | ODOT Surface Transportation Program | ODOT: I-44 Interchange at 165th E Ave | Interchange Modification | Federal: \$18,658,978 Other Funds: \$4,664,745 Total: \$23,323,723 |

| FTA 5310 Projects - FFY2019 Transportation Improvement Program | | | | | | |
|--|---------------|----------|--------------------|--------------------------------------|--------------------------------|-------------------|
| Fiscal Year | Region/County | Program | Description | Project Sponsor | Summary | Funding |
| 2019 | Tulsa TMA | FTA 5310 | Elderly & Disabled | Day Spring Villa | Operating Expenses & One Van | Federal: \$56,696 |
| 2019 | Tulsa TMA | FTA 5310 | Elderly & Disabled | Kibois | Operating Expense | Federal: \$85,121 |
| 2019 | Tulsa TMA | FTA 5310 | Elderly & Disabled | United Community Action (Cimarron) | Two Vehicles | Federal: \$96,000 |
| 2019 | Tulsa TMA | FTA 5310 | Elderly & Disabled | A New Leaf, INC | Two Vehicles | Federal: \$82,643 |
| 2019 | Tulsa TMA | FTA 5310 | Elderly & Disabled | Morton Comprehensive Health Services | One 14-Passenger bus & One Van | Federal: \$77,511 |
| 2019 | Tulsa TMA | FTA 5310 | Elderly & Disabled | Rogers County Elder Daycare Center | One 12-passenger bus | Federal: \$54,400 |
| 2019 | Tulsa TMA | FTA 5310 | Elderly & Disabled | Youth Services | Contract Services | Federal: \$20,000 |
| 2019 | Tulsa TMA | FTA 5310 | Elderly & Disabled | INCOG Veterans Ride Connect | Contract Services | Federal: \$61,115 |