
FFY 2015 – 2018 Transportation Improvement Program

For the Tulsa Transportation Management Area



Approved by the Transportation Technical Committee on July 16, 2014
Approved by the Transportation Policy Committee on July 30, 2014
Endorsed by the INCOG Board of Directors August 12, 2014

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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 2015 – 2018 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 Moving Ahead for Progress in the 21st Century (MAP-21); 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 2015 to FFY 2018, 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 2015 – 2018 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2015 – 2018 Transportation Improvement Program* for the Tulsa Transportation Management Area.

Indian Nations Council of Governments

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) 2015 – 2018 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).

Highlights

Significant improvements in this four-year program include the following projects:

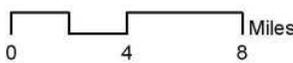
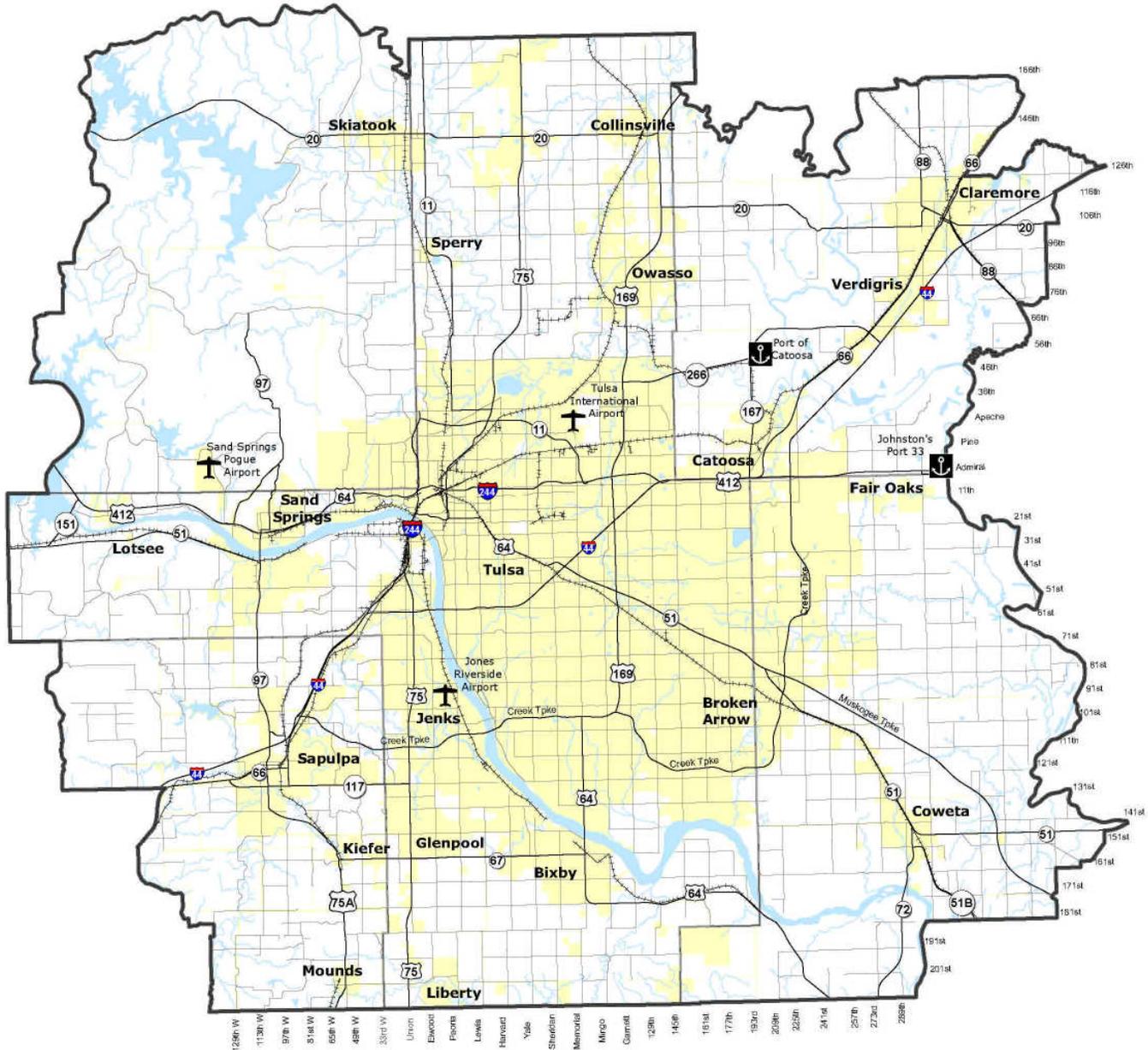
- I-44 EB & WB Bridges at 177th East Ave (Lynn Lane) (2015)
- SH-266 at US-169 Interchange (2015)
- I-44 Interchange at 145th E Ave (2018)
- I44 Interchange at 163rd St. (2015)
- I-44 & US-169; BA Expressway & US-169 Interchanges, selected movements (2015-18)
- Improvements to SH-20 in Rogers County (2018)
- Transit projects include replacement of various vehicles, installation of passenger shelters and AVL.

TIP Document Organization

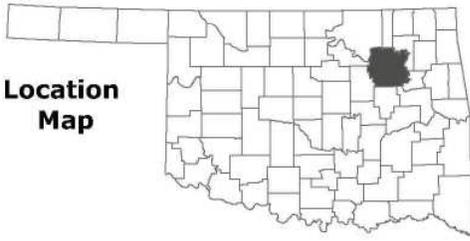
The TIP is intended to provide technical information that transportation professionals use in a format that is understandable by anyone interested in surface transportation improvements in the region. To accomplish this, some key features should be noted.

- 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 2015 Program Details

County	JP No.	Hwy.	Work Type	Description	Length	Project Total	Federal Funds	State Funds	Other Funds
CREEK	27090(04)	US075A	BRIDGE REHAB	US-75A: ROCK CREEK, .3 MI. SOUTH OF JCT. SH117	0.3	\$1,885,537	\$1,885,537	\$0	\$0
ROGERS	24846(04)	US412	BRIDGE REHAB	US-412: VERDRIGRIS RIVER , 7.5 MILE EAST OF I-44.	0.87	\$9,673,760	\$9,673,760	\$0	\$0
TULSA	11768(30)	PL	METRO PLANNING	SFY 2016 (JULY 1, 2015 -JUNE 30, 2016) METRO PLANNING TULSA URBANIZED AREA		\$850,000	\$850,000	\$0	\$0
TULSA	24365(07)	SH011	BRIDGE & APPROACHES	SH-11: OVER FLAT ROCK CREEK, APPROX. 15.2 MILES SOUTH OF THE WASHINGTON C/L	0.5	\$2,305,098	\$2,305,098	\$0	\$0
TULSA	26505(04)	SH051	GRADE, DRAIN, BRIDGE & SURFACE	SH-97: FROM 2ND STREET SOUTH TO MORROW DRIVE IN SAND SPRINGS	0.22	\$7,419,999	\$7,419,999	\$0	\$0
TULSA	27015(05)	US064	RIGHT OF WAY	US-64: SH-151 UNDER (EAST & WEST BOUND), 0.3 MI SOUTH EAST OF OSAGE C/LROW FOR 27015(04)	0.2	\$320,993	\$320,993	\$0	\$0
TULSA	27015(06)	US064	UTILITIES	US-64: SH-151 UNDER (EAST & WEST BOUND), 0.3 MI SOUTH EAST OF OSAGE C/LUT FOR 27015(04)	0.2	\$379,486	\$379,486	\$0	\$0
TULSA	27073(05)	US169	RIGHT OF WAY	US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44ROW FOR 27073(04)	0.25	\$320,993	\$320,993	\$0	\$0
TULSA	27073(06)	US169	UTILITIES	US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44UT FOR 27073(04)	0.25	\$379,486	\$379,486	\$0	\$0
TULSA	27145(04)	IS244	BRIDGE REHAB	I-244: FROM US-75 INTERCHANGE EAST APPROX. 1.8 MI. TO DELAWARE AVE. (IM EARMARK)	1.8	\$20,733,924	\$20,733,924	\$0	\$0
TULSA	27937(05)	US064	RIGHT OF WAY	US-64: SNAKE CREEK, APPROX. 10.4 MILES SOUTH OF CREEK TURNPIKE	0.5	\$320,993	\$320,993	\$0	\$0
TULSA	27937(06)	US064	UTILITIES	US-64: SNAKE CREEK, APPROX. 10.4 MILES SOUTH OF CREEK TURNPIKE	0.5	\$379,486	\$379,486	\$0	\$0
TULSA	27939(04)	US169	BRIDGE & APPROACHES	US-169: BIRD CREEK, BIRD CREEK OVERFLOW, AND N. 56TH STREET UNDERAPPROX. 5 MILES NORTH OF I-244	0.8	\$19,433,963	\$19,433,963	\$0	\$0
TULSA	30324(04)	US064	INTERSECT MODIF	US-64/ EAST 136TH STREET SOUTH, INTERSECTION MODIFICATION(ADD A TURN LANE)	0.1	\$515,000	\$515,000	\$0	\$0
TULSA	TBD	Transit Capital	Transit	Preventative Maintenance		\$3,418,750	\$2,735,000	\$0	\$683,750
TULSA	TBD	Transit Capital	Transit	Operations		\$1,762,000	\$1,410,000	\$0	\$352,000
TULSA	TBD	Transit Capital	Transit	Paratransit Expense		\$825,000	\$660,000	\$0	\$165,000
TULSA	TBD	Transit Capital	Transit	Capital Cost of Contracting		\$31,250	\$25,000	\$0	\$6,250
TULSA	TBD	Transit Capital	Transit	Capital Leases		\$112,500	\$90,000	\$0	\$22,500
TULSA	TBD	Transit Capital	Transit	Audit Services		\$68,750	\$55,000	\$0	\$13,750
TULSA	TBD	Transit Capital	Transit	Long Range Planning - System Level		\$375,000	\$300,000	\$0	\$75,000
TULSA	TBD	Transit Capital	Transit	Short Range Planning		\$375,000	\$300,000	\$0	\$75,000
TULSA	TBD	Transit Capital	Transit	Program Support Administration		\$400,000	\$320,000	\$0	\$80,000

TULSA	TBD	Transit Capital	Transit	Other Activities - MIS		\$307,500	\$300,000	\$0	\$7,500
TULSA	TBD	Transit Capital	Transit	Other Activities - Staff Education and Training		\$30,000	\$30,000	\$0	\$0
TULSA	TBD	Transit Capital	Transit	CMAQ - Outreach Activities		\$250,000	\$200,000	\$0	\$50,000
TULSA	TBD	Transit Capital	Transit	Engine Rebuilds		\$400,000	\$320,000	\$0	\$80,000
TULSA	TBD	Transit Capital	Transit	Passenger Amenities		\$60,000	\$48,000	\$0	\$12,000
TULSA	TBD	Transit Capital	Transit	Transit Coaches		\$1,300,000	\$800,000	\$0	\$500,000

FFY 2016 Program Details

County	JP No.	Hwy.	Work Type	Description	Length	Project Total	Federal Funds	State Funds	Other Funds
CREEK	24425(05)	US075A	RIGHT OF WAY	US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/LNORTH APPROX. 4.83 MILES, TO KIEFER (RW FOR 2442504)	4.83	\$503,667	\$503,667	\$0	\$0
CREEK	24425(06)	US075A	UTILITIES	US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/LNORTH APPROX. 4.83 MILES, TO KIEFER (UT FOR 2442504)	4.83	\$290,513	\$290,513	\$0	\$0
OSAGE	27168(04)	SH020	INTERSECT MODIF	SH-20: INTERSECTION AT SH-20 & JAYVINE HILL ROAD, 3.25 MILES WEST OF SH-11	0.25	\$2,300,000	\$2,300,000	\$0	\$0
TULSA	11768(31)	PL	METRO PLANNING	SFY 2017 (JULY 1, 2016 -JUNE 30, 2017) METRO PLANNING TULSA URBANIZED AREA		\$850,000	\$850,000	\$0	\$0
TULSA	11476(04)	SH051	BRIDGE REHAB	TULSA: BA EXPWY/SH 51 OVER LEWIS AVENUE(TIED TO 1147704)	0.1	\$3,811,000	\$3,811,000	\$0	\$0
TULSA	20931(05)	US169	RIGHT OF WAY	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY (SELECTED MOVEMENTS)(RW FOR 20931(04)	0.5	\$3,395,500	\$3,395,500	\$0	\$0
TULSA	20931(06)	US169	UTILITIES	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY (SELECTED MOVEMENTS)(UT FOR 20931(04)	0.5	\$1,462,800	\$1,462,800	\$0	\$0
TULSA	21899(04)	IS044	GRADE, DRAIN, BRIDGE & SURFACE	I-44: BRIDGE AT 145TH EAST AVE. APPROX. 0.7 MILE EAST OF JCT OF I-44/I-244(IM EARMARK)	0.05	\$27,669,180	\$27,669,180	\$0	\$0
TULSA	28848(05)	US075	RIGHT OF WAY	US 75 OVER NORTH DUCK CREEK, 1.4 MI NORTH OF OKMULGEE C/L(RW FOR 2884804)	0.1	\$109,000	\$109,000	\$0	\$0
TULSA	28848(06)	US075	UTILITIES	US 75 OVER NORTH DUCK CREEK, 1.4 MI NORTH OF OKMULGEE C/L(UT FOR 2884804)	0.1	\$109,000	\$109,000	\$0	\$0
TULSA	28849(05)	US075	RIGHT OF WAY	US 75 OVER POLECAT CREEK, 3.8 MI NORTH OF JCT SH 67(RW FOR 2884904)	0.5	\$172,297	\$172,297	\$0	\$0
TULSA	28849(06)	US075	UTILITIES	US 75 OVER POLECAT CREEK, 3.8 MI NORTH OF JCT SH 67(UT FOR 2884904)	0.5	\$154,675	\$154,675	\$0	\$0
TULSA	28862(04)	IS444	BRIDGE REHAB	BOSTON AVE AND MAIN STREET OVER I-444, & CHEYENNE AVE OVER I-444.2 MILES EAST OF I-244 (IM EARMARK)	0.1	\$3,135,281	\$3,135,281	\$0	\$0
TULSA	28865(04)	IS444	BRIDGE REHAB	2ND STREET OVER I-444 AND 2ND STREET W-N RAMP, 1.41 MI NORTH OF SH 51TIE TO 28868(04),28879(04),28880(04)28881(04) (IM EARMARK)	0.1	\$1,635,000	\$1,635,000	\$0	\$0
TULSA	28867(05)	SH011	RIGHT OF WAY	SHERIDAN RD OVER SH 11, APPROX. 3 MI WEST OF US 75(RW FOR 2886704)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28867(06)	SH011	UTILITIES	SHERIDAN RD OVER SH 11, APPROX. 3 MI WEST OF US 75(UT FOR 2886704)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28868(04)	IS444	BRIDGE REHAB	4TH STREET OVER I-444, .8 MILES NORTH OF SH 51TIE TO 28865(04),28879(04),28880(04),28881(04) (IM EARMARK)	0.1	\$1,417,000	\$1,417,000	\$0	\$0
TULSA	28872(04)	IS044	BRIDGE REHAB	I-44 OVER RAILROAD NORTHBOUND AND SOUTHBOUND, .2 MILES EAST OF I-244	0.1	\$2,659,600	\$2,659,600	\$0	\$0
TULSA	28875(05)	IS044	RIGHT OF WAY	I-44 RAMP OVER M AND V RAILROAD, .5 MILES EAST OF JCT US 75TIED TO 29604(04) (RW FOR 2887504)	0.1	\$31,393	\$31,393	\$0	\$0
TULSA	28875(06)	IS044	UTILITIES	I-44 RAMP OVER M AND V RAILROAD, .5 MILES EAST OF JCT US 75TIED TO 29604(04) (UT FOR 2887504)	0.1	\$50,932	\$50,932	\$0	\$0
TULSA	28876(05)	IS044	RIGHT OF WAY	US 75 OVER I-44 NORTH AND SOUTHBOUND, 2.0 MILES EAST OF JCT SH 66(RW FOR 2887604)	0.1	\$31,393	\$31,393	\$0	\$0

TULSA	28876(06)	IS044	UTILITIES	US 75 OVER I-44 NORTH AND SOUTHBOUND, 2.0 MILES EAST OF JCT SH 66(UT FOR 2887604)	0.1	\$50,932	\$50,932	\$0	\$0
TULSA	28878(05)	SH051	RIGHT OF WAY	SH 51 OVER SHERIDAN NORTH AND SOUTHBOUND AND THE MK & T RAILROAD2.6 MILES SOUTHEAST OF 21ST STREET, (RW FOR 2887804)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28878(06)	SH051	UTILITIES	SH 51 OVER SHERIDAN NORTH AND SOUTHBOUND AND THE MK & T RAILROAD2.6 MILES SOUTHEAST OF 21ST STREET, (UT FOR 2887804)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28879(04)	IS444	BRIDGE REHAB	US 75 RAMP NORTH TO WEST OVER I-444 SOUTHBOUNDTIE TO 28865(04),28868(04),28880(04),28881(04)	0.1	\$786,980	\$786,980	\$0	\$0
TULSA	28880(04)	US075	BRIDGE REHAB	US 75 RAMP NORTH TO EAST, OVER 2ND STREET, EAST 1ST, AND US 75TIE TO 28865(04),28868(04),28879(04),28881(04)	0.1	\$1,308,000	\$1,308,000	\$0	\$0
TULSA	28881(04)	IS444	BRIDGE REHAB	I-444 OVER 11TH AND 6TH STREET, .3 MILES NORTH OF SH 51TIE TO 28865(04), 28868(04), 28879(04),28880(04)	0.1	\$4,687,000	\$4,687,000	\$0	\$0
TULSA	28883(05)	US064	RIGHT OF WAY	US 64 OVER CO. RD EAST AND WESTBOUND, 4.6 MILES SE OF OSAGE C/L(RW FOR 2888304)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28883(06)	US064	UTILITIES	US 64 OVER CO. RD EAST AND WESTBOUND, 4.6 MILES SE OF OSAGE C/L(UT FOR 2888304)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28884(05)	US064	RIGHT OF WAY	US 64 OVER 97TH WEST AVENUE, .8 MILES EAST JCT SH-97(RW FOR 2888404)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28884(06)	US064	UTILITIES	US 64 OVER 97TH WEST AVENUE, .8 MILES EAST JCT SH-97(UT FOR 2888404)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28885(05)	SH051	RIGHT OF WAY	SH 51 OVER THE ARKANSAS RIVER SOUTHBOUND AND RR, .1 MI NORTH OF JCT SH 97(RW FOR 2888504)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28885(06)	SH051	UTILITIES	SH 51 OVER THE ARKANSAS RIVER SOUTHBOUND AND RR, .1 MI NORTH OF JCT SH 97(UT FOR 2888504)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28886(05)	SH011	RIGHT OF WAY	NORTH 69TH EAST AVE., OVER SH 11(RW FOR 2888604)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28886(06)	SH011	UTILITIES	NORTH 69TH EAST AVE., OVER SH 11(UT FOR 2888604)	0.1	\$54,500	\$54,500	\$0	\$0
TULSA	28887(04)	IS244	BRIDGE REHAB	MEMORIAL ROAD OVER I-244 NORTH AND SOUTHBOUND, 5.25 MI EAST OF JCT I-444TIE TO 29071(04)	0.1	\$3,488,000	\$3,488,000	\$0	\$0
TULSA	28888(05)	IS244	RIGHT OF WAY	I-244 RAMP N-E OVER I-244 EAST AND WESTBOUND UNDER AND I-244 RAMP W-N5.54 MILES EAST OF JCT I-444, (RW FOR 2888804)	0.1	\$31,393	\$31,393	\$0	\$0
TULSA	28888(06)	IS244	UTILITIES	I-244 RAMP N-E OVER I-244 EAST AND WESTBOUND UNDER AND I-244 RAMP W-N5.54 MILES EAST OF JCT I-444, (UT FOR 2888804)	0.1	\$50,932	\$50,932	\$0	\$0
TULSA	29773(04)	IS044	BRIDGE REHAB	SH-12 RAMP OVER COUNTY ROAD AND RR, AT THE JCT. I-244/I-44TIE TO 29775(04)	0.1	\$1,664,200	\$1,664,200	\$0	\$0
TULSA	29775(04)	IS044	BRIDGE REHAB	I-44 OVER I-244 NB TIE TO 29773(04)	0.1	\$1,886,800	\$1,886,800	\$0	\$0
TULSA	TBD	Transit Capital	Transit	Preventative Maintenance		\$3,418,750	\$2,735,000	\$0	\$683,750
TULSA	TBD	Transit Capital	Transit	Operations		\$1,762,000	\$1,410,000	\$0	\$352,000
TULSA	TBD	Transit Capital	Transit	Paratransit Expense		\$825,000	\$660,000	\$0	\$165,000

TULSA	TBD	Transit Capital	Transit	Capital Cost of Contracting		\$31,250	\$25,000	\$0	\$6,250
TULSA	TBD	Transit Capital	Transit	Capital Leases		\$112,500	\$90,000	\$0	\$22,500
TULSA	TBD	Transit Capital	Transit	Audit Services		\$68,750	\$55,000	\$0	\$13,750
TULSA	TBD	Transit Capital	Transit	Long Range Planning - System Level		\$375,000	\$300,000	\$0	\$75,000
TULSA	TBD	Transit Capital	Transit	Short Range Planning		\$375,000	\$300,000	\$0	\$75,000
TULSA	TBD	Transit Capital	Transit	Program Support Administration		\$400,000	\$320,000	\$0	\$80,000
TULSA	TBD	Transit Capital	Transit	Other Activities - MIS		\$307,500	\$300,000	\$0	\$7,500
TULSA	TBD	Transit Capital	Transit	Other Activities - Staff Education and Training		\$30,000	\$30,000	\$0	\$0
TULSA	TBD	Transit Capital	Transit	CMAQ - Outreach Activities		\$250,000	\$200,000	\$0	\$50,000
TULSA	TBD	Transit Capital	Transit	Engine Rebuilds		\$400,000	\$320,000	\$0	\$80,000
TULSA	TBD	Transit Capital	Transit	Passenger Amenities		\$60,000	\$48,000	\$0	\$12,000
TULSA	TBD	Transit Capital	Transit	Transit Coaches		\$4,794,000	\$800,000	\$0	\$3,994,000

FFY 2017 Program Details

County	JP No.	Hwy.	Work Type	Description	Length	Project Total	Federal Funds	State Funds	Other Funds
ROGERS	27031(04)	SH020	GRADE, DRAIN, BRIDGE & SURFACE	SH-20: FROM 4 MILES EAST OF TULSA COUNTY LINE EAST TO 1 MILE EAST OF VERDIGRIS RIVER	3.9	\$32,000,000	\$32,000,000	\$0	\$0
TULSA	11768(32)	PL	METRO PLANNING	SFY 2018 (JULY 1, 2017 -JUNE 30, 2018) METRO PLANNING TULSA URBANIZED AREA		\$850,000	\$850,000	\$0	\$0
TULSA	10981(06)	IS044	RIGHT OF WAY	TULSA: I-44 AT US 169 INTERCHANGE(SELECTED MOVEMENTS)(RW FOR 10981(05))(IM EARMARK	0.3	\$3,201,037	\$3,201,037	\$0	\$0
TULSA	10981(07)	IS044	UTILITIES	TULSA: I-44 AT US 169 INTERCHANGE(SELECTED MOVEMENTS)(UT FOR 10981(05) (IM EARMARK)	0.3	\$1,886,501	\$1,886,501	\$0	\$0
TULSA	27015(04)	US064	BRIDGE & APPROACHES	US-64: SH-151 UNDER (EAST & WEST BOUND), 0.3 MI SOUTH EAST OF OSAGE C/L	0.2	\$3,706,000	\$3,706,000	\$0	\$0
TULSA	27073(04)	US169	BRIDGE & APPROACHES	US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44	0.25	\$5,668,000	\$5,668,000	\$0	\$0
TULSA	27937(04)	US064	BRIDGE & APPROACHES	US-64: SNAKE CREEK, APPROX. 10.4 MILES SOUTH OF CREEK TURNPIKE	0.5	\$3,594,812	\$3,594,812	\$0	\$0
TULSA	28861(04)	IS244	BRIDGE REHAB	WEST 23RD STREET SOUTH OVER I-244(INCLUDES EXIT RAMP)	0.1	\$2,725,000	\$2,725,000	\$0	\$0
TULSA	30372(05)	SH020	RIGHT OF WAY	SH-20 INTERSECTION MODIFICATION AT140TH & 145THROW FOR 30372(04)	0.09	\$499,999	\$499,999	\$0	\$0
TULSA	30372(06)	SH020	UTILITIES	SH-20 INTERSECTION MODIFICATION AT140TH & 145THUTL FOR 30372(04)	0.09	\$499,999	\$499,999	\$0	\$0
TULSA	TBD	Transit Capital	Transit	Preventative Maintenance		\$3,418,750	\$2,735,000	\$0	\$683,750
TULSA	TBD	Transit Capital	Transit	Operations		\$1,762,000	\$1,410,000	\$0	\$352,000
TULSA	TBD	Transit Capital	Transit	Paratransit Expense		\$825,000	\$660,000	\$0	\$165,000
TULSA	TBD	Transit Capital	Transit	Capital Cost of Contracting		\$31,250	\$25,000	\$0	\$6,250
TULSA	TBD	Transit Capital	Transit	Capital Leases		\$112,500	\$90,000	\$0	\$22,500
TULSA	TBD	Transit Capital	Transit	Audit Services		\$68,750	\$55,000	\$0	\$13,750
TULSA	TBD	Transit Capital	Transit	Long Range Planning - System Level		\$375,000	\$300,000	\$0	\$75,000
TULSA	TBD	Transit Capital	Transit	Short Range Planning		\$375,000	\$300,000	\$0	\$75,000
TULSA	TBD	Transit Capital	Transit	Program Support Administration		\$400,000	\$320,000	\$0	\$80,000
TULSA	TBD	Transit Capital	Transit	Other Activities - MIS		\$307,500	\$300,000	\$0	\$7,500
TULSA	TBD	Transit Capital	Transit	Other Activities - Staff Education and Training		\$30,000	\$30,000	\$0	\$0
TULSA	TBD	Transit Capital	Transit	CMAQ - Outreach Activities		\$250,000	\$200,000	\$0	\$50,000
TULSA	TBD	Transit Capital	Transit	Engine Rebuilds		\$400,000	\$320,000	\$0	\$80,000
TULSA	TBD	Transit Capital	Transit	Passenger Amenities		\$60,000	\$48,000	\$0	\$12,000
TULSA	TBD	Transit Capital	Transit	Transit Coaches		\$2,781,000	\$800,000	\$0	\$1,981,000

FFY 2018 Program Details

County	JP No.	Hwy.	Work Type	Description	Length	Project Total	Federal Funds	State Funds	Other Funds
ROGERS	29601(04)	US412	BRIDGE & APPROACHES	US 412 OVER THE VERDIGRIS RIVER O'FLOW	0.1	\$6,000,000	\$0	\$6,000,000	\$0
TULSA	11768(33)	PL	METRO PLANNING	SFY 2019 (JULY 1, 2018 -JUNE 30, 2019) METRO PLANNING TULSA URBANIZED AREA		\$850,000	\$850,000	\$0	\$0
TULSA	28848(04)	US075	BRIDGE & APPROACHES	US 75 OVER NORTH DUCK CREEK, 1.4 MI NORTH OF OKMULGEE C/L	0.5	\$3,442,473	\$0	\$3,442,473	\$0
TULSA	28849(04)	US075	BRIDGE REHAB	US 75 OVER POLECAT CREEK, 3.8 MI NORTH OF JCT SH 67	0.5	\$6,800,000	\$62,699	\$6,737,301	\$0
TULSA	28859(04)	IS244	BRIDGE & APPROACHES	129TH E. AVE I-244 UNDER, 1.54 MI EAST OF JCT US 169	0.5	\$4,973,920	\$4,973,920	\$0	\$0
TULSA	28867(04)	SH011	BRIDGE REHAB	SHERIDAN RD OVER SH 11, APPROX. 3 MI WEST OF US 75TIE TO 28886(04) & 28888(04) & 29076(04)	0.1	\$2,200,000	\$2,200,000	\$0	\$0
TULSA	28875(04)	IS044	BRIDGE REHAB	I-44 RAMP OVER M AND V RAILROAD, .5 MILES EAST OF JCT US 75TIED TO 29604(04)	0.1	\$528,000	\$528,000	\$0	\$0
TULSA	28876(04)	IS044	BRIDGE REHAB	US 75 OVER I-44 NORTH AND SOUTHBOUND, 2.0 MILES EAST OF JCT SH 66	0.1	\$1,800,000	\$1,800,000	\$0	\$0
TULSA	28878(04)	SH051	BRIDGE REHAB	SH 51 OVER SHERIDAN NORTH AND SOUTHBOUND2.6 MILES SOUTHEAST OF 21ST STREET	0.1	\$3,100,000	\$3,100,000		\$0
TULSA	28883(04)	US064	BRIDGE REHAB	US 64 OVER CO. RD EAST AND WESTBOUND, 4.6 MILES SE OF OSAGE C/L	0.1	\$5,580,000	\$0	\$5,580,000	\$0
TULSA	28884(04)	US064	BRIDGE REHAB	US 64 OVER 97TH WEST AVENUE, .8 MILES EAST JCT SH-97	0.1	\$1,500,000	\$1,500,000	\$0	\$0
TULSA	28886(04)	SH011	BRIDGE REHAB	NORTH 69TH EAST AVE., OVER SH 11TIE TO 28867(04) & 28888(04) & 29076(04)	0.1	\$520,000	\$520,000	\$0	\$0
TULSA	28888(04)	IS244	BRIDGE REHAB	I-244 RAMP N-E OVER I-244 EAST AND WESTBOUND UNDER AND I-244 RAMP W-N5.54 MILES EAST OF JCT I-444 (TIE TO 28867(04),28886(04),29076(04)	0.1	\$2,750,000	\$2,750,000	\$0	\$0
TULSA	28900(04)	IS444	PAVEMENT REHABILITATION	I-444 FROM ARKANSAS RIVER EXTEND EAST APROX. 1.68 MILES(SOUTH LEG OF THE IDL)(IM EARMARK)(TIE TO 28900(05)	1.32	\$17,523,540	\$17,523,540	\$0	\$0
TULSA	28900(05)	IS444	BRIDGE REHAB	I-444 OVER HOUSTON AVE NORTH AND SOUTH(SOUTH LEG OF THE IDL)(TIE TO 28900(04)	0.01	\$5,000,000	\$5,000,000	\$0	\$0
TULSA	29069(04)	US075	BRIDGE REHAB	US-75 SOUTHWEST BLVD. & RR UNDER2.2 MILES NORTH OF JCT. I-44	0.2	\$4,099,785	\$4,099,785	\$0	\$0
TULSA	29076(04)	SH011	BRIDGE REHAB	SH-11 OVER SL & SF RR., 1.2 MILES SE OF SHERIDAN RD& SH-11 OVER PINE, (TIE TO 28867(04),28886(04),28888(04))	0.2	\$2,448,750	\$2,448,750	\$0	\$0
TULSA	29604(04)	IS044	BRIDGE REHAB	I-44 OVER MO PAC RR UNDER., 0.5 MILES EAST OF THE JCT OF US-75TIED TO 28875(04)	0.1	\$1,000,000	\$1,000,000	\$0	\$0
TULSA	29606(04)	US075	BRIDGE REHAB	PEORIA OVER US 75, 1.1 MILES NORTH OF THE JCT. OF I-244	0.1	\$1,700,000	\$1,700,000	\$0	\$0
TULSA	30374(05)	US075	RIGHT OF WAY	US-75 OVER 81ST STREET NORTH AND SOUTHBOUND, 7 MILES NORTH JCT. US-75/SH-67ROW FOR 30374(04)	0.2	\$100,000	\$100,000	\$0	\$0

TULSA	30374(06)	US075	UTILITIES	US-75 OVER 81ST STREET NORTH AND SOUTHBOUND, 7 MILES NORTH JCT. US-75/SH-67UTL FOR 30374(04)	0.2	\$100,000	\$100,000	\$0	\$0
TULSA	TBD	Transit Capital	Transit	Preventative Maintenance		\$3,418,750	\$2,735,000	\$0	\$683,750
TULSA	TBD	Transit Capital	Transit	Operations		\$1,762,000	\$1,410,000	\$0	\$352,000
TULSA	TBD	Transit Capital	Transit	Paratransit Expense		\$825,000	\$660,000	\$0	\$165,000
TULSA	TBD	Transit Capital	Transit	Capital Cost of Contracting		\$31,250	\$25,000	\$0	\$6,250
TULSA	TBD	Transit Capital	Transit	Capital Leases		\$112,500	\$90,000	\$0	\$22,500
TULSA	TBD	Transit Capital	Transit	Audit Services		\$68,750	\$55,000	\$0	\$13,750
TULSA	TBD	Transit Capital	Transit	Long Range Planning - System Level		\$375,000	\$300,000	\$0	\$75,000
TULSA	TBD	Transit Capital	Transit	Short Range Planning		\$375,000	\$300,000	\$0	\$75,000
TULSA	TBD	Transit Capital	Transit	Program Support Administration		\$400,000	\$320,000	\$0	\$80,000
TULSA	TBD	Transit Capital	Transit	Other Activities - MIS		\$307,500	\$300,000	\$0	\$7,500
TULSA	TBD	Transit Capital	Transit	Other Activities - Staff Education and Training		\$30,000	\$30,000	\$0	\$0
TULSA	TBD	Transit Capital	Transit	CMAQ - Outreach Activities		\$250,000	\$200,000	\$0	\$50,000
TULSA	TBD	Transit Capital	Transit	Engine Rebuilds		\$400,000	\$320,000	\$0	\$80,000
TULSA	TBD	Transit Capital	Transit	Passenger Amenities		\$60,000	\$48,000	\$0	\$12,000
TULSA	TBD	Transit Capital	Transit	Transit Coaches		\$6,049,000	\$800,000	\$0	\$5,249,000

FFY 2015-2018 Statewide Line Items

FFY 2015-2018 Statewide Line Items

JP NO	Project Type	Work Type	Description	Fiscal Year	Project Total	Federal Funds
17049(21)	R R	SAFETY IMPROVEMENT	FFY 2015 STIP: STATEWIDE RAIL CROSSING PROJECTS=PROTECTION DEVICES,CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC	2015	\$8,000,000	\$8,000,000
17049(22)	R R	SAFETY IMPROVEMENT	FFY 2016 STIP: STATEWIDE RAIL CROSSING PROJECTS=PROTECTION DEVICES,CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC	2016	\$8,000,000	\$8,000,000
17049(23)	R R	SAFETY IMPROVEMENT	FFY 2017 STIP: STATEWIDE RAIL CROSSING PROJECTS=PROTECTION DEVICES,CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC	2017	\$8,000,000	\$8,000,000
17049(24)	R R	SAFETY IMPROVEMENT	FFY 2018 STIP: STATEWIDE RAIL CROSSING PROJECTS=PROTECTION DEVICES,CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC	2018	\$8,000,000	\$8,000,000
17050(21)		BRIDGE IMPR.	FFY 2015 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT-- PAINTINGMINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC	2015	\$2,000,000	\$2,000,000
17050(22)		BRIDGE IMPR.	FFY 2016 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT-- PAINTINGMINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC	2016	\$2,000,000	\$2,000,000
17050(23)		BRIDGE IMPR.	FFY 2017 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT-- PAINTINGMINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC	2017	\$2,000,000	\$2,000,000
17050(24)		BRIDGE IMPR.	FFY 2018 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT-- PAINTINGMINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC	2018	\$2,000,000	\$2,000,000
17051(21)		SAFETY IMPROVEMENT	FFY 2015 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD,LIGHTING, INTERCONNECT SYSTEMS,GUARDRAIL, DELINEATION, ETC	2015	\$12,000,000	\$12,000,000
17051(22)		SAFETY IMPROVEMENT	FFY 2016 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD,LIGHTING, INTERCONNECT SYSTEMS,GUARDRAIL, DELINEATION, ETC	2016	\$12,000,000	\$12,000,000

17051(23)		SAFETY IMPROVEMENT	FFY 2017 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD,LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC	2017	\$12,000,000	\$12,000,000
17051(24)		SAFETY IMPROVEMENT	FFY 2018 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD,LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC	2018	\$12,000,000	\$12,000,000
17663(21)	ENHAN	ENHANCEMENT	FFY 2015 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC	2015	\$12,000,000	\$12,000,000
17663(22)	ENHAN	ENHANCEMENT	FFY 2016 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC	2016	\$12,000,000	\$12,000,000
17663(23)	ENHAN	ENHANCEMENT	FFY 2017 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC	2017	\$12,000,000	\$12,000,000
17663(24)	ENHAN	ENHANCEMENT	FFY 2018 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC	2018	\$12,000,000	\$12,000,000
18262(18)	ENHAN	MONEY ONLY	FFY 2015 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS	2015	\$1,400,000	\$1,400,000
18262(19)	ENHAN	MONEY ONLY	FFY 2016 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS	2016	\$1,400,000	\$1,400,000
18262(20)	ENHAN	MONEY ONLY	FFY 2017 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS	2017	\$1,400,000	\$1,400,000
18262(21)	ENHAN	MONEY ONLY	FFY 2018 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS	2018	\$1,400,000	\$1,400,000
19720(16)		RIGHT OF WAY CLEARANCE	FFY 2015 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ONPUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP	2015	\$1,000,000	\$1,000,000
19720(17)		RIGHT OF WAY CLEARANCE	FFY 2016 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ONPUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP	2016	\$1,000,000	\$1,000,000
19720(18)		RIGHT OF WAY CLEARANCE	FFY 2017 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ONPUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP	2017	\$1,000,000	\$1,000,000
19720(19)		RIGHT OF WAY CLEARANCE	FFY 2018 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ONPUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP	2018	\$1,000,000	\$1,000,000

20780(15)		RESURFACE	FFY 2015 STIP:3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENTPRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL	2015	\$35,000,000	\$35,000,000
20780(16)		RESURFACE	FFY 2016 STIP:3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENTPRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL	2016	\$35,000,000	\$35,000,000
20780(17)		RESURFACE	FFY 2017 STIP:3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENTPRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL	2017	\$35,000,000	\$35,000,000
20780(18)		RESURFACE	FFY 2018 STIP:3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENTPRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL	2018	\$35,000,000	\$35,000,000
20781(15)		JOINT SEAL/REPAIR	FY 2015 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA-PREVENTIVEMAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR	2015	\$5,000,000	\$5,000,000
20781(16)		JOINT SEAL/REPAIR	FY 2016 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA-PREVENTIVEMAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR	2016	\$5,000,000	\$5,000,000
20781(17)		JOINT SEAL/REPAIR	FY 2017 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA-PREVENTIVEMAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR	2017	\$5,000,000	\$5,000,000
20781(18)		JOINT SEAL/REPAIR	FY 2018 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA-PREVENTIVEMAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR	2018	\$5,000,000	\$5,000,000
21016(15)		PRELIMINARY ENGINEERING	FFY 2015 STIP: STATEWIDE PRELIMINARY ENGINEERING	2015	\$15,000,000	\$15,000,000
21016(16)		PRELIMINARY ENGINEERING	FFY 2016 STIP: STATEWIDE PRELIMINARY ENGINEERING	2016	\$15,000,000	\$15,000,000
21016(17)		PRELIMINARY ENGINEERING	FFY 2017 STIP: STATEWIDE PRELIMINARY ENGINEERING	2017	\$15,000,000	\$15,000,000
21016(18)		PRELIMINARY ENGINEERING	FFY 2018 STIP: STATEWIDE PRELIMINARY ENGINEERING	2018	\$15,000,000	\$15,000,000
30183(15)			FFY 2015: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	2015	\$10,500,000	\$10,500,000
30183(16)			FFY 2016: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	2016	\$10,500,000	\$10,500,000
30183(17)			FFY 2017: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	2017	\$10,500,000	\$10,500,000
30183(18)			FFY 2018: TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	2018	\$10,500,000	\$10,500,000
23612(15)	COBRGE	BRIDGE & APPROACHES	STATEWIDE COUNTY BRIDGE PROGRAMFFY 2015	2015	\$20,000,000	\$20,000,000
23612(16)	COBRGE	BRIDGE & APPROACHES	STATEWIDE COUNTY BRIDGE PROGRAMFFY 2016	2016	\$20,000,000	\$20,000,000
23612(17)	COBRGE	BRIDGE & APPROACHES	STATEWIDE COUNTY BRIDGE PROGRAMFFY 2017	2017	\$20,000,000	\$20,000,000
23612(18)	COBRGE	BRIDGE & APPROACHES	STATEWIDE COUNTY BRIDGE PROGRAMFFY 2018	2018	\$20,000,000	\$20,000,000

23613(15)	CO RD	GRADE, DRAIN & SURFACE	STATEWIDE COUNTY ROAD PROGRAMFFY 2015	2015	\$6,000,000	\$6,000,000
23613(16)	CO RD	GRADE, DRAIN & SURFACE	STATEWIDE COUNTY ROAD PROGRAMFFY 2016	2016	\$6,000,000	\$6,000,000
23613(17)	CO RD	GRADE, DRAIN & SURFACE	STATEWIDE COUNTY ROAD PROGRAMFFY 2017	2017	\$6,000,000	\$6,000,000
23613(18)	CO RD	GRADE, DRAIN & SURFACE	STATEWIDE COUNTY ROAD PROGRAMFFY 2018	2018	\$6,000,000	\$6,000,000
23614(15)	CT ST	GRADE, DRAIN & SURFACE	STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAMFFY 2015	2015	\$3,000,000	\$3,000,000
23614(16)	CT ST	GRADE, DRAIN & SURFACE	STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAMFFY 2016	2016	\$3,000,000	\$3,000,000
23614(17)	CT ST	GRADE, DRAIN & SURFACE	STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAMFFY 2017	2017	\$3,000,000	\$3,000,000
23614(18)	CT ST	GRADE, DRAIN & SURFACE	STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAMFFY 2018	2018	\$3,000,000	\$3,000,000
25625(15)		SAFETY IMPROVEMENT	FFY 2015: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE	2015	\$1,663,000	\$1,663,000
25625(16)		SAFETY IMPROVEMENT	FFY 2016: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE	2016	\$1,663,000	\$1,663,000
25625(17)		SAFETY IMPROVEMENT	FFY 2017: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE	2017	\$1,663,000	\$1,663,000
25625(18)		SAFETY IMPROVEMENT	FFY 2018: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE	2018	\$1,663,000	\$1,663,000

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 2017. INCOG anticipates that projects will be selected in the summer of 2014 for programming in 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 2015 – 2018.
Bridge Program	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2015 – 2018.
National Highway System	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2015 – 2018.
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 2015 – 2018 .
Transit Section 5307	Urbanized formula apportionment form the Federal Transit Administration.
Transit Section 5309	Urbanized formula apportionment form the Federal Transit Administration.
Transit Section 5310	Urbanized formula apportionment form 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 June 30 through July 29, 2014 the public had opportunities to present their views and opinions regarding the TIP. In July 2014 the TPC approved the TIP. A direct email was sent out to the area agencies, stakeholders and public involvement database to inform the public of the final TIP document. A public notice was also published in local area newspapers. Consideration by the INCOG Board of Directors is scheduled for August 12, 2014.

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. Several inquiries were submitted regarding projects in the TIP, or the lack of particular projects, and staff responded to those questions.

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 2002 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 2032 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 must be below 0.075 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 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.

Also, 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 *2035 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 *2032 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 June 27, 2012

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 from the *Destination 2035* LRTP, [http://www.incog.org/Transportation/connections2035/documents/Connections2035RegionalTransportationPlan\(9\).pdf](http://www.incog.org/Transportation/connections2035/documents/Connections2035RegionalTransportationPlan(9).pdf)
 - 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 (Major) 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 Jenks, City of Sand Springs, City of Sapulpa, or City of Tulsa) or within the Tulsa Transportation Management Area (City of Claremore, City of Collinsville, City of Glenpool, City of Owasso, or the Town of Skiatook.)
- 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 \$13 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.

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:

A. Travel Time Improvements	Maximum 16 points
B. Safety Improvements	Maximum 20 points
C. System Maintenance and Management	Maximum 16 points
D. Project Preparation	Maximum 16 points
E. Livability	Maximum 12 points
F. Freight Movement and Intermodal Linkages	Maximum 12 points
G. Special Benefits	Maximum 8 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. Transportation Technical Committee Advice: Pending the decision of the subcommittee to review selection criteria related to funding of projects that go over the allocated budget, for projects to be selected for FFY2018, the Sponsor is advised that such a selection and funding will be subject to the final recommendation by the subcommittee and approval by the Transportation Policy committee.

FFY 2015 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 2016 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	Memorial Drive	Corridor Traffic and Signalization Study	\$68,850	\$21,250
Owasso	N. 106th St & Garnett	Widen E 106th St N & Garnett Intersection	\$1,780,800	\$445,200
Sand Springs	S 113th W Ave	Phase 2 Widening Project, Intersection Improvement at E 34th Street	\$795,502	\$934,078
Sapulpa	Bryan Ave	Reconstruct Bryan from Hawthorn St to Main St	\$235,025	\$342,825
Jenks	Elwood Ave	Engineering, Right of way, Utility relocation and Construction of Elwood from Main St to 111th Intersection	\$1,441,030	\$360,258

FFY 2017 Program

City	Project Location	Project Description	Federal Funds	Local Funds
Tulsa	Gilcrease West Expressway Edison St. to I-44	Engineering, design, right-of-way, utility relocation, and construction of 2-lane parkway with shoulders and ultimate 4-lane access controlled expressway.	\$6,000,000	\$1,500,000
Broken Arrow	23rd Street/193rd E Ave	Right of way, Utility relocation, widening of 23rd Street from Houston (81st) to New Orleans (101st) from 2-lanes to 5-lanes with multipurpose asphalt trail & concrete sidewalk.	\$2,730,000	\$910,000
Owasso	Garnett Road	Widen N Garnett Rd to 4-lanes (include a center left-turn) from 96th street to 106th Street	\$3,250,000	\$3,712,000
Tulsa County	E 51st Street	Engineering, Right of Way and Utility Relocation for a future widening of E 51st Street between 162nd E Ave & 177th E Ave	\$650,000	\$220,000

FFY 2018 Program

City	Project Location	Project Description	Federal Funds	Local Funds
Tulsa TMA	Projects TBD	TBD	\$13,000,000	\$3,250,000

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
<p>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.</p>	
<p>Development of the STIP will begin with a request to the FHWA for the current Indian Reservation Roads (IRR) TIP.</p>	January
<p>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.</p>	January-February
<p>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.</p>	July-August
<p>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.</p>	September
<p>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.</p>	
<p>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</p>	

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).

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.

We, the undersigned, approve these procedures for developing the STIP and TIP. These revised procedures will become effective 4-22-2010.

DATE SIGNED	AGENCY APPROVAL
<u>4-22-10</u>	 Gary Ridley, Director Oklahoma Department of Transportation
<u>4-6-10</u>	 Gary Corino, Division Administrator Federal Highway Administration
<u>4-13-10</u>	 for Robert C. Patrick, Regional Administrator Federal Transit Administration
<u>7-22-09</u>	 John G. Johnson, Executive Director Association of Central Oklahoma Governments
<u>7-29-09</u>	 Rich Brierre, Executive Director Indian Nations Council of Governments
<u>8-13-09</u>	 Pat Henry, Chairman Lawton Metropolitan Planning Organization
<u>7-15-09</u>	 Ken O'Donnell, Director Bi-State Metropolitan Planning Organization

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
L RTP	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