

FFY 2022-2025

Transportation Improvement Program

For the Tulsa Transportation Management Area



Proposed for approval and endorsement by the INCOG Board of Directors 12/14/2021

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Contacting INCOG

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

Phone: 918-584-7526

E-mail: transportation@incog.org

Web Page: www.incog.org/Transportation

Address: 2 West 2nd Street, Suite 800, Tulsa, OK, 74103

Resolution

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

A RESOLUTION TO ADOPT THE *FFY 2022 – 2025 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 2022 to FFY 2025, 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 2022 – 2025 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2022 – 2025 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) 2022 – 2025 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.

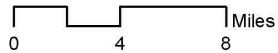
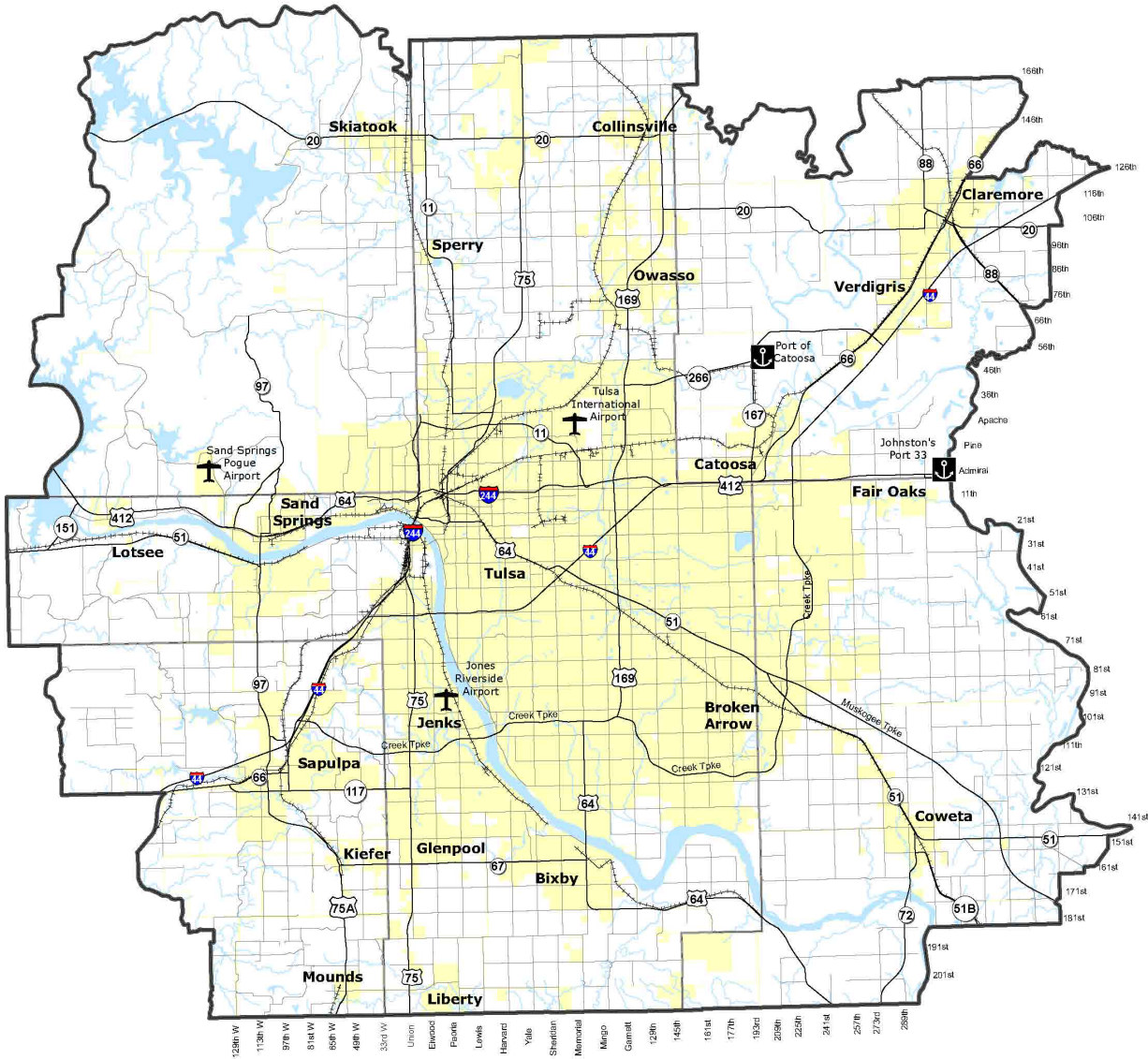
The TIP is a program of projects for which funding is expected to be available. As a result, the *TIP* reflects the transportation improvements priorities of the region, given the resources available. The Program Detail on page 4 lists, by funding program, the total funds expected and programmed from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

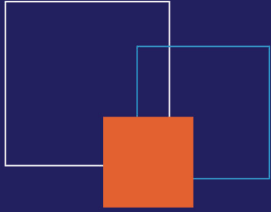
- The projects are grouped by year and within each year they are grouped by County in alphabetical order and then by Job Number.
- Summaries of funding by program for each year follow the project listings
- Because the TIP is a dynamic document, being updated or occasionally amended, a page has been 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



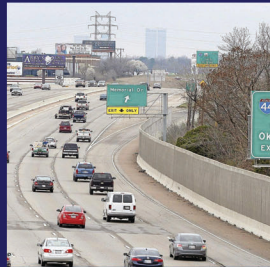
- Highways
- Arterials
- Railroads
- Water Bodies
- Streams
- Corporate Limits
- County Boundary
- Transportation Management Area





OKLAHOMA
Transportation

**Transportation Program of Projects
FFY2022-2025**



INCOG

Tulsa Transportation
Management Area

Federal Fiscal Year 2022 (FFY 2022)

County	JP No.	Hwy	Work Type	FFY	Description	Length	Federal	State	Other	Total
CREEK	24425(05)	US075A	RIGHT OF WAY	2022	US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 5.5 MILES, TO KIEFER (RW FOR 24425(04)		50	\$565,465	50	\$565,465
CREEK	24425(06)	US075A	UTILITIES	2022	US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 5.5 MILES, TO KIEFER (UT FOR 24425(04)		\$260,915	\$65,229	50	\$326,144
CREEK	33826(04)	SH097	SAFETY IMPROVEMENT	2022	SH-97: FROM 91ST STREET TO 51ST STREET (SAFETY IMPROVEMENTS)	3.214	\$2,777,520	\$723,760	-50	\$3,501,080
ROGERS	26242(07)	SH020	GRADE, DRAIN, BRIDGE & SURFACE	2022	SH-20: FROM .65 MILES EAST OF THE VERDIGRIS RIVER, SE APPROX. 2.8 MILES TO SOUTHAVEN RD.	2.800	\$13,501,962	\$3,375,490	50	\$16,877,452
ROGERS	31093(04)	US412	INTERSECT MODIF	2022	US 412: AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT	2.000	\$218,000	\$54,500	50	\$272,500
ROGERS	32694(05)	US412	RIGHT OF WAY	2022	US-412: FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES RW FOR 32694(05)		50	\$54,500	50	\$54,500
ROGERS	32694(06)	US412	UTILITIES	2022	US-412: FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES UT FOR 32694(04)		\$54,500	50	50	\$54,500
TULSA	10981(06)	IS044	RIGHT OF WAY	2022	I-44: AT US 169 INTERCHANGE, [RW FOR 10981(05)]		50	\$3,518,261	50	\$3,518,261
TULSA	10981(07)	IS044	UTILITIES	2022	I-44: AT US 169 INTERCHANGE, [UT FOR 10981(05)]		\$1,659,440	\$414,860	50	\$2,074,300
TULSA	26301(06)	IS244	PAVEMENT REHABILITATION	2022	I-244: FROM US-75 SOUTH JCT. EXTEND NORTH 2.1 MI. TO ARKANSAS RIVER AND REHAB BRIDGE OVER 31ST. STREET	2.100	\$17,947,961	\$4,486,990	50	\$22,434,951
TULSA	26505(04)	SH051	GRADE, DRAIN & SURFACE	2022	SH-97: FROM 500' SOUTH OF MORROW DRIVE EXTEND NORTH TO 2ND STREET	0.620	50	\$10,287,547	50	\$10,287,547
TULSA	28899(04)	IS444	PAVEMENT REHABILITATION	2022	I-444: FROM SH 51 INTERCHANGE NORTH TO INDEPENDENCE	1.150	\$14,209,220	\$3,552,305	50	\$17,761,525
TULSA	31084(04)	US075	BRIDGE REHABILITATION	2022	US 75: REHAB BRIDGE OVER BIRD CREEK O'FLOW LOCATED .4 MI N OF 56 ST	0.200	\$2,391,360	\$597,840	50	\$2,989,200
TULSA	31094(04)	SH051	INTERSECT MODIF	2022	SH 51: ADD J-TURNS AT 265TH W AVE/COVOTE TRAIL LOCATED .6 MILES EAST OF CREEK CL	0.500	\$218,000	\$54,500	50	\$272,500
TULSA	31098(05)	SH020	RIGHT OF WAY	2022	SH-20: AT 145TH, RIGHT OF WAY FOR 3109804		50	\$561,350	50	\$561,350
TULSA	31098(06)	SH020	UTILITIES	2022	SH-20: AT 145TH, UTILITIES FOR 3109804		\$449,080	\$112,270	50	\$561,350
TULSA	32096(04)	IS244	BRIDGE & APPROACHES	2022	US-169: S-W RAMP OVER I-244, 0.1 MILE EAST OF JCT. US-169	0.090	\$12,713,414	\$3,178,353	50	\$15,891,767
TULSA	33343(04)	US064	INTERCHANGE	2022	US-64: AT JCT. OF US-64 (MEMORIAL DR.) & US-169 INTERCHANGE	0.070	\$2,035,257	\$508,817	50	\$2,544,074
TULSA	35214(04)		GRADE, DRAIN, BRIDGE & SURFACE	2022	US-169: US-169 ACCESS ROAD APPROX. 3.7 MILES NORTH OF I-44 EXTEND NORTH 2 MILES.	2.000	50	\$515,000	50	\$515,000
WAGONER	30648(05)	SH051	RIGHT OF WAY	2022	SH-51: AT MP 2.20 (91ST ST 5) RW FOR 30648(04)		\$80,000	\$20,000	50	\$100,000
WAGONER	30648(06)	SH051	UTILITIES	2022	SH-51: AT MP 2.20 (91ST ST 5) UT FOR 30648(04)		\$80,000	\$20,000	50	\$100,000
WAGONER	33806(05)	SH051	RIGHT OF WAY	2022	SH-51: BEGIN 0.43 MI E OF MIDWAY RD, EXTEND NE TO MUSKOGEE TURNPIKE RW FOR 33806(04)		50	\$1,000,000	50	\$1,000,000
WAGONER	33806(06)	SH051	UTILITIES	2022	SH-51: BEGIN 0.43 MI E OF MIDWAY RD, EXTEND NE TO MUSKOGEE TURNPIKE UT FOR 33806(04)		\$800,000	\$200,000	50	\$1,000,000

Federal Fiscal Year 2023 (FFY 2023)

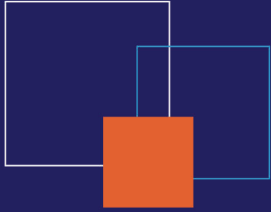
County	JP No.	Hwy	Work Type	FFY	Description	Length	Federal	State	Other	Total
ROGERS	20899(09)	SH066	BRIDGE & APPROACHES	2023	SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44	0.160	\$2,905,670	\$2,905,670	\$0	\$5,811,340
ROGERS	30353(04)	US412	BRIDGE REHABILITATION	2023	US-412: VERDIGRIS RIVER WESTBOUND, 7.5 MILES EAST OF I-44	0.870	\$0	\$14,949,887	\$0	\$14,949,887
TULSA	10981(05)	IS044	INTERCHANGE	2023	I-44: AT US-169 INTERCHANGE	0.300	\$6,424,896	\$1,394,224	\$0	\$7,819,120
TULSA	26301(05)	IS244	PAVEMENT REHABILITATION	2023	I-244: FROM I-44 NORTH 2 MI. TO US-75 AND REHAB BRIDGES OVER 48TH ST	2.000	\$7,916,553	\$7,916,553	\$0	\$15,833,106
TULSA	26303(08)	SH051	PAVEMENT REHABILITATION	2023	SH-51: ALONG BROKEN ARROW EXP. FROM PEORIA EAST TO LEWIS AVE.	1.000	\$6,970,231	\$1,742,557	\$0	\$8,712,788
TULSA	30368(04)	US064	BRIDGE REHABILITATION	2023	US-64: OVER 25TH WEST AVE NORTH AND SOUTHBOUND, 13.8 MILES SE OF OSAGE CO.	0.100	\$1,142,528	\$285,631	\$0	\$1,428,160
TULSA	30374(04)	US075	BRIDGE & APPROACHES	2023	US-75: OVER 81ST STREET SOUTH, NORTHBOUND AND SOUTHBOUND, 7 MILES NORTH OF JCT. US-75/SH-67	0.200	\$10,779,402	\$3,469,711	\$3,901,849	\$18,150,962
TULSA	31077(04)	IS244	BRIDGE REHABILITATION	2023	I-244: 1ST STREET TO I-244 NB BRIDGE OVER I-244 AND RR LOCATED 5.2 MI NORTH OF I-44	0.200	\$514,480	\$128,620	\$0	\$643,100
TULSA	31079(04)	SH011	BRIDGE & APPROACHES	2023	SH-11: OVER BIRD CREEK, LOCATED 2 MI SOUTH WASHINGTON C/L	0.200	\$1,786,554	\$446,638	\$0	\$2,233,192
TULSA	31080(04)	US064	BRIDGE REHABILITATION	2023	US-64: OVER MAIN ST, 49TH W AVE, & 33RD W AVE LOCATED .3 MILES EAST JCT SH 97, 12.3 & 13.3 MI S-E OSAGE CO	0.200	\$4,298,960	\$1,074,740	\$0	\$5,373,700
TULSA	31095(04)	SH011	INTERSECT MODIF	2023	SH-11: 86TH ST APPROXIMATELY 5.6 MI NORTH OF GILCREASE	1.000	\$1,315,200	\$328,800	\$0	\$1,644,000

Federal Fiscal Year 2024 (FFY 2024)

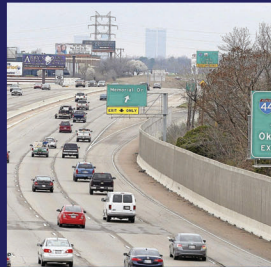
County	JP No.	Hwy	Work Type	FFY	Description	Length	Federal	State	Other	Total
CREEK	32701(04)	SH117	RETAINING, VISUAL & SOUND WALLS	2024	SH-117: 3.5 MILES WEST OF US-75 IN SAPULPA	0.180	\$1,920,000	\$480,000	\$0	\$2,400,000
OSAGE	24267(04)	SH020	WIDEN, RESURFACE & BRIDGE	2024	SH-20: FROM 4.06 MILES WEST OF THE TULSA C/L, EAST 2.4 MILES	2.400	\$0	\$5,651,654	\$0	\$5,651,654
ROGERS	30323(04)	SH266	GRADE, DRAIN & BRIDGE	2024	SH-266: 0.45 MILES EAST OF TULSA C/L EAST TO JCT SH-266/SH-167 ROADWAY FILL ONLY	2.550	\$2,968,000	\$742,000	\$0	\$3,710,000
ROGERS	32700(04)	SH066	INTERSECT MODIF	2024	SH-66: AT DENBO ST., 1.5 MILES N US-412	0.100	\$400,000	\$100,000	\$0	\$500,000
TULSA	28896(05)	US064	RIGHT OF WAY	2024	US-64: FROM SOUTH 161 STREET IN BIXBY SOUTH & EAST TO MINGO RD		\$0	\$3,480,588	\$0	\$3,480,588
TULSA	28896(06)	US064	UTILITIES	2024	US-64: FROM SOUTH 161 STREET IN BIXBY SOUTH & EAST TO MINGO RD		\$1,641,002	\$410,250	\$0	\$2,051,252
TULSA	31078(04)	IS244	BRIDGE REHABILITATION	2024	I-244: AT UTICA AND LEWIS LOCATED 0.65 AND 1.2 MILES EAST OF I-444	0.200	\$0	\$4,782,000	\$0	\$4,782,000
TULSA	31082(04)	IS444	BRIDGE REHABILITATION	2024	I-444: AT DENVER AVENUE, LOCATED 0.7 MI E OF I-244	0.200	\$2,186,889	\$546,722	\$0	\$2,733,611
TULSA	31958(04)	SH011	BRIDGE REHABILITATION	2024	SH-11: OVER MEMORIAL DR. 4.44 MILES SE US-75	0.200	\$2,195,200	\$548,800	\$0	\$2,744,000
TULSA	31959(04)	US064	BRIDGE REHABILITATION	2024	US-64: OVER 7TH STREET, 10.8 MILES SE OSAGE C/L	0.200	\$986,560	\$246,640	\$0	\$1,233,200
TULSA	31960(04)	US064	BRIDGE REHABILITATION	2024	US-64: OVER QUANAH AVENUE, 14.5 MILES SE OSAGE C/L	0.200	\$924,160	\$231,040	\$0	\$1,155,200
TULSA	31961(04)	SH051	BRIDGE REHABILITATION	2024	SH-51: AT PEORIA AVE OVER SH-51, 0.4 MILES E OF I-444	0.200	\$1,797,440	\$449,360	\$0	\$2,246,800
TULSA	31966(04)	SH151	PAVEMENT REHABILITATION	2024	SH-151: FROM SH-51 TO US-64	2.278	\$4,000,000	\$1,000,000	\$0	\$5,000,000
TULSA	32706(04)	IS244	BRIDGE REHABILITATION	2024	I-244: W-N RAMP TO SH-11, 5.54 MILES EAST OF JCT I-444	0.100	\$2,000,000	\$500,000	\$0	\$2,500,000
TULSA	34436(04)	US169	WIDEN & RESURFACE	2024	US-169: FROM EAST 66TH STREET NORTH 2 MILES TO 86TH STREET	2.000	\$6,691,000	\$1,482,000	\$0	\$8,173,000
WAGONER	30648(04)	SH051	INTERSECT MODIF	2024	SH-51: AT MP 2.20 (91ST ST S)	0.300	\$1,040,000	\$260,000	\$0	\$1,300,000

Federal Fiscal Year 2025 (FFY 2025)

County	JP No.	Hwy	Work Type	FFY	Description	Length	Federal	State	Other	Total
CREEK	35113(05)	US075A	RIGHT OF WAY	2025	US-75A: FROM 5.17 MILES NORTH TO THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO SH-33		\$260,000	\$70,000	\$0	\$330,000
CREEK	35113(06)	US075A	UTILITIES	2025	US-75A: FROM 5.17 MILES NORTH TO THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO SH-33		\$80,000	\$20,000	\$0	\$100,000
TULSA	10980(07)	IS044	UTILITIES	2025	I-44: AT BROKEN ARROW EXPRESSWAY INTERCHANGE (UT FOR 10980(05))		\$1,566,899	\$391,725	\$0	\$1,958,625
TULSA	10980(10)	IS044	RIGHT OF WAY	2025	I-44: AT BROKEN ARROW EXPRESSWAY INTERCHANGE (R/W FOR 10980(05))		\$0	\$4,040,450	\$0	\$4,040,450
TULSA	20931(05)	US169	RIGHT OF WAY	2025	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY (RW FOR 20931(04))		\$0	\$3,494,398	\$0	\$3,494,398
TULSA	20931(06)	US169	UTILITIES	2025	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY (UT FOR 20931(04))		\$1,204,324	\$301,081	\$0	\$1,505,406
TULSA	30602(04)	US064	BRIDGE REHABILITATION	2025	US-64: OVER 177TH WEST AVE. EAST AND WESTBOUND, 3.6 MILES SE C/L	0.010	\$1,000,000	\$250,000	\$0	\$1,250,000
TULSA	31098(04)	SH020	INTERSECTION MOD. & TRAF.	2025	SH-20: AT 145TH 0.5 MILES EAST OF US-169	0.040	\$1,064,220	\$266,055	\$183,486	\$1,513,761
TULSA	32704(04)	SH051	BRIDGE REHABILITATION	2025	SH-51: OVER 215T STREET, 1.8 MILES EAST OF PEORIA AVE.	0.200	\$0	\$2,000,000	\$0	\$2,000,000
TULSA	32705(04)	IS444	BRIDGE REHABILITATION	2025	I-444: AT 12TH STREET, 0.5 MILES EAST OF JCT. I-244	0.040	\$0	\$2,500,000	\$0	\$2,500,000
TULSA	33788(08)	IS044	INTERCHANGE	2025	I-44: AT THE US-75 INTERCHANGE WP 2	1.000	\$33,600,000	\$8,400,000	\$0	\$42,000,000
TULSA	33788(11)	IS044	INTERCHANGE	2025	I-44: AT THE US-75 INTERCHANGE WP 5	1.000	\$24,000,000	\$6,000,000	\$0	\$30,000,000
TULSA	33839(04)	IS444	BRIDGE REHABILITATION	2025	I-444: UNDER BOULDER AVE., 1.02 MILES EAST OF I-244	0.200	\$2,400,000	\$600,000	\$0	\$3,000,000
TULSA	34224(05)	SH020	RIGHT OF WAY	2025	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75		\$164,528	\$41,132	\$0	\$205,660
TULSA	34224(06)	SH020	UTILITIES	2025	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75		\$246,792	\$61,698	\$0	\$308,491
WAGONER	33460(04)	SH051	RESURFACE	2025	SH-51: FROM 0.23 MI S OF 81ST TO 0.1 MI S OF 111TH IN COWETA	5.000	\$2,400,000	\$600,000	\$0	\$3,000,000
WAGONER	33806(04)	SH051	GRADE, DRAIN & SURFACE	2025	SH-51: BEGIN 0.43 MI E OF MIDWAY RD, EXTEND NE TO MUSKOGEE TURNPIKE	0.991	\$0	\$3,000,000	\$0	\$3,000,000
WAGONER	34380(05)	US064	RIGHT OF WAY	2025	US-64: FROM 0.53 MI. S OF TULSA C/L, S 7.44 MI. TO SH-104 JCT IN HASKELL RW FOR 34380(04)		\$720,000	\$180,000	\$0	\$900,000
WAGONER	34380(06)	US064	UTILITIES	2025	US-64: FROM 0.53 MI. S OF TULSA C/L, S 7.44 MI. TO SH-104 JCT IN HASKELL UT FOR 34380(04)		\$760,000	\$190,000	\$0	\$950,000



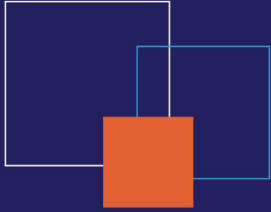
Surface Transportation Block Grant Program (STBGP) Program Of Projects Tulsa Urbanized Area



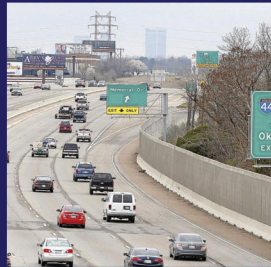
Tulsa Transportation
Management Area

INCOG Regional Surface Transportation Block Grant Program of Projects

ODOT Job Piece No.	Sponsor of Project	Location	Federal Funding	Local/Other Funding	Total Funding
OTA Project	OTA/ODOT	Gilcrease West Expressway Annual GARVEE Funding	\$ 6,000,000	\$ 1,500,000	\$7,500,000
33315(04)	City of Bixby	Memorial Corridor Synchronization	\$ 182,250	\$ 56,250	\$238,500
33315(04)	City of Bixby	Memorial Corridor Synchronization: Creek to 171st	\$ 800,000	\$ 200,000	\$1,000,000
34739(04)	City of Bixby	SH-67 Corridor Traffic Study	\$ 180,000	\$ 60,000	\$240,000
35212(04)	City of Bixby	Memorial Drive & 126th Street Signal	\$ 566,334	\$ 128,778	\$695,112
30917(04)	City of Broken Arrow	23rd Street (193rd E Ave): 81st St to 101st St.	\$ 5,000,000	\$ 1,250,000	\$6,250,000
33310(04)	City of Broken Arrow	Olive Ave from Kenosha to Albany	\$ 3,930,000	\$ 3,000,000	\$6,930,000
34738(04)	City of Broken Arrow	Elm Place: Kenosha to SH-51	\$ 3,000,000	\$ 3,400,000	\$6,400,000
26308(04)	City of Broken Arrow	193rd E Ave Bridge, Roadway, 71st Street to 81st St.	\$ 8,788,667	\$ 7,766,571	\$16,555,238
33955(04)	City of Broken Arrow	Albany St: 9th Street to 23rd Street	\$ 3,000,000	\$ 7,740,000	\$10,740,000
29324(04)	City of Catoosa	161st E Ave: E Skelly Drive to Pine Street & Intersectio	\$ 1,413,198	\$ 527,470	\$1,940,668
35721(04)	City of Collinsville	5th Street: 144th St to 126th Street	\$ 576,005	\$ -	\$576,005
30160(04)	City of Jenks	Elwood Phase 3: Main Street to 111th E Ave	\$ 1,962,001	\$ 490,500	\$2,452,501
31550(04)	City of Jenks	1300' Main Street & TSU Railroad area	\$ 1,944,647	\$ 1,822,322	\$3,766,969
35725(04)	City of Jenks	Aquarium Place: S Elm St to S Aquarium Drive	\$ 544,589	\$ -	\$544,589
33317(04)	City of Owasso	116th St N & 129th E Ave	\$ 1,561,366	\$ 2,050,000	\$3,611,366
34740(04)	City of Owasso	E 86th St from 118th to 128th	\$ 957,000	\$ 395,000	\$1,352,000
35723(04)	City of Owasso	Main Street: Broadway to E 11th Street	\$ 750,000	\$ 1,817,081	\$2,567,081
33317(04)	City of Owasso	106th St N & 129th E Ave Intersection	\$ 1,561,366	\$ 2,050,000	\$3,611,366
30731(04)	City of Sand Springs	S. 113th West Ave at E 34th Street Phase I	\$ 1,306,185	\$ 435,395	\$1,741,580
30731(04)	City of Sand Springs	S. 113th West Ave at E 34th Street Phase II	\$ 795,500	\$ 198,875	\$994,375
32532(04)	City of Sand Springs	S. 113th West Ave Phase III	\$ 1,789,278	\$ 1,869,628	\$3,658,906
TBD	City of Sand Springs	West 41st Street between S 129th W Ave and SH-97	\$ 750,000	\$ 1,299,915	\$2,049,915
29329(04)	City of Sapulpa	Dewey & Mission Intersection	\$ 207,000	\$ 0	\$207,000
31554(04)	City of Sapulpa	Canyon Road: SH-66 to Freedom Road	\$ 329,353	\$ 342,796	\$672,149
39328(04)	City of Sapulpa	Taft & Hickory Intersection	\$ 117,000	\$ 0	\$117,000
33316(04)	City of Tulsa	BA Expressway lighting	\$ 960,000	\$ 240,000	\$1,200,000
33959(04)	City of Tulsa	Memorial Dr: 81st St to Creek Tpk	\$ 1,930,000	\$ 650,000	\$2,580,000
33958(04)	City of Tulsa	61st & Yale Intersection	\$ 1,070,000	\$ 405,000	\$1,475,000
34731(04)	City of Tulsa	71st St & S Sheridan Intersection	\$ 2,900,000	\$ 730,000	\$3,630,000
TBD	City of Tulsa	81st Street from Tacoma to Olympia	\$ 2,700,000	\$ 900,000	\$3,600,000
31313(04)	City of Tulsa	Gilcrease West Expressway: 57th W Ave to Edison St	\$ 3,656,862	\$ 914,215	\$4,571,077
35719(04)	City of Tulsa	Lewis Ave: Pine Street to Admiral Ave	\$ 750,000	\$ 320,000	\$1,070,000
35724(04)	City of Tulsa	Pine Street: Peoria Ave to Lewis Ave	\$ 750,000	\$ 320,000	\$1,070,000
30885(04)	Tulsa County	E 51st Street South: 161st E Ave to 177th E Ave	\$ 4,672,500	\$ 1,557,500	\$6,230,000
TBD	Tulsa County	101st South and Garnett Road Intersection	\$ 750,000	\$ 2,918,500	\$3,668,500
TBD	Tulsa County	Avery Dr Rehabilitation: 21st Street to SH-97	\$ 722,000	\$ 110,000	\$832,000
35939(04)	Tulsa County	76th Street N: Starting West of Sheridan to Mingo	\$ 490,300	\$ -	\$490,300
29395(08)(09)	Wagoner County	101st St from 217th to 241st St	\$ 3,000,000	\$ 2,452,359	\$5,452,359
29395(08)(09)	Wagoner County	101st Street: 209th E Ave to Oneta Rd/SH-51	\$ 3,000,000	\$ 1,897,641	\$4,897,641
29395(08)(09)	Wagoner County/BA	E 209th E Ave to West of S 217th E Ave	\$ -	\$ 2,000,000	\$2,000,000



Transportation Alternatives (Tap) Program Of Projects Tulsa Urbanized Area

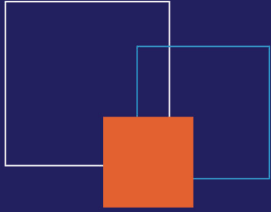


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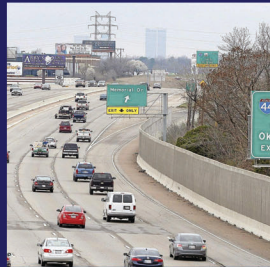
Tulsa Transportation
Management Area

**FFY 2022-25 Transportation Enhancement (TE) Program &
Transportation Alternatives Program (TAP) of Projects**

Project Number	Sponsor of Project	Description of Project	Federal Funds
28846(04)	City of Tulsa	ADA Arterial Sidewalk Project	\$600,000
28845(04)	City of Glenpool	Bicycle/Pedestrian Sidewalk Expansion	\$550,800
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
33012(04)	Rogers County	Route 66 Sidepath	\$699,587
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
33038(04)	City of Tulsa	11th & 12th Street Bike Lanes	\$75,000
34065(04)	City of Tulsa	Mingo Creek Trail: I-244 to Pine Street	\$750,000
34067(04)	City of Sand Springs	E 81 st West Ave, Connector Trail	\$750,000
34066(04)	City of Broken Arrow	Broken Arrow Creek Trail Phase II	\$750,000
33036(04)	City Of Tulsa	Mingo Creek Trail 51 st St to 61 st St	\$500,000
35445(04)	City of Broken Arrow	Three Hawk Beacons and Sidewalk/Paths	\$857,802
35446(04)	City of Coweta	Sidewalk from Broadway to 305 th E Ave	\$684,558
35458(04)	Riverparks Authority	Trail Design, Plans and Construction Doc	\$460,285
35484(04)	Tulsa County	Sidewalk & Bike lanes on N. Lewis (56 th -66 th)	\$444,164
35933(04)	City of Tulsa	Design Trl: Vensel Creek to Creek Tpk Bridge	\$107,193
35934(04)	City of Tulsa	Six RRFBs and ADA Ramps and Sidewalks	\$550,000
35488(04)	City of Tulsa	ADA & Memorial Drive Sidewalk	\$615,000



Congestion Mitigation and Air Quality (CMAQ) Program Of Projects Tulsa Urbanized Area

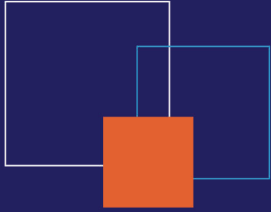


Tulsa Transportation
Management Area

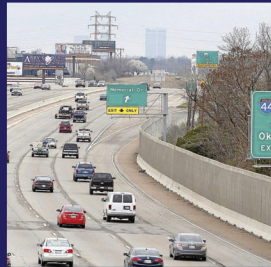
FFY 2022-25 Congestion Mitigation and Air Quality (CMAQ) Projects

FFY 2022-25 Projects	Federal	Local	Total
Bike Infrastructure	\$125,000	\$31,250	\$156,250
Traffic Technologies	\$125,000	\$31,250	\$156,250
Ozone Alert & Active Transportation Marketing	\$100,000	\$25,000	\$125,000
Other Projects TBD*	\$3,500,000	\$875,000	\$4,375,000
Total	\$3,850,000	\$962,500	\$4,812,500

* Project selection is currently underway. Once selected projects are approved by the INCOG Board, they will be added to the FFY2022-25 TIP through the Amendment Process.



Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Persons with Disability Program of Projects



SECTION 5310 APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2016

Project	Federal	Local	Total	Category
1. Grand Gateway (Pelivan Transit)	\$ 38,482.00	\$ 9,621.00	\$ 48,103.00	Vehicles + Preventive Maintenance - 55% of the total
2. United Community Action (Cimarron)	\$ 112,000.00	\$ 28,000.00	\$ 140,000.00	Vehicles - traditional - 55% of the total
3. Gateway	\$ 35,716.00	\$ 35,716.00	\$ 71,432.00	Operating expenses: Non-traditional - 35% of the total
4. NewView OK	\$ 4,865.00	\$ 4,865.00	\$ 9,730.00	Operating expenses: Non-traditional - 35% of the total
5. INCOG VRC	\$ 48,000.00	\$ 12,000.00	\$ 60,000.00	Vehicles + Preventive Maintenance - 55% of the total

SECTION 5310 APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2017

Project	Federal	Local	Total	Category
1. DaySpring Villa	\$ 35,000.00	\$ 35,000.00	\$ 70,000.00	Operating expenses: Non-traditional - 35% of the total
	\$ 21,696.00	\$ 5,424.00	\$ 27,120.00	Vehicles + Preventive Maintenance - 55% of the total (1 vehicle + PM)
	\$ 56,696.00	\$ 40,424.00	\$ 97,120.00	
2. Youth Services	\$ 20,000.00	\$ 5,000.00	\$ 25,000.00	Vehicles + Preventive Maintenance - 55% of the total
3. INCOG VRC	\$ 61,115.00	\$ 15,280.00	\$ 76,395.00	Vehicles + Preventive Maintenance - 55% of the total

SECTION 5310 APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2018

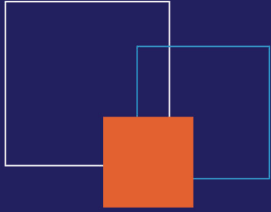
Project	Federal	Local	Total	Category
1. A New Leaf	\$ 50,000.00	\$ 50,000.00	\$ 100,000.00	Operating expenses: Non-traditional - 35% of the total
2. Morton	\$ 46,175.00	\$ 8,150.00	\$ 54,325.00	Vehicles + Preventive Maintenance - 55% of the total
3. Life Senior Services & Affiliates	\$ 34,503.00	\$ 34,503.00	\$ 69,006.00	Operating expenses: Non-traditional - 35% of the total
4. Life Senior Services & Affiliates C.A.N. Rides	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00	Operating expenses: Non-traditional - 35% of the total
5. INCOG VRC	\$ 25,000.00	\$ 6,250.00	\$ 31,250.00	Vehicles + Preventive Maintenance - 55% of the total

SECTION 5310 APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2019

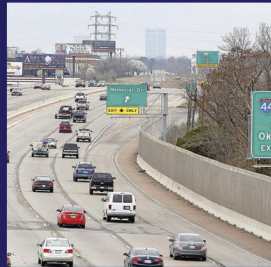
Project	Federal	Local	Total	Category
1. City of Tulsa	\$ 72,867.00	\$ 18,217.00	\$ 91,084.00	
2. Kibois	\$ 40,000.00	\$ 40,000.00	\$ 80,000.00	
3. United Community Action (Cimarron)	\$ 72,629.00	\$ 12,817.00	\$ 85,446.00	
4. A New Leaf	\$ 52,260.00	\$ 9,223.00	\$ 61,483.00	
5. Morton	\$ 36,434.00	\$ 6,430.00	\$ 42,864.00	
6. Grand Gateway (Pelivan Transit)	\$ 101,832.00	\$ 17,971.00	\$ 119,803.00	
7. Life Senior Services	\$ 37,782.00	\$ 6,668.00	\$ 44,450.00	
8. NewView OK	\$ 3,000.00	\$ 3,000.00	\$ 6,000.00	
9. The Spring	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00	
10. The Bridges Foundation	\$ 39,950.00	\$ 7,050.00	\$ 47,000.00	
	\$ 15,000.00	\$ 15,000.00	\$ 30,000.00	
11. City of Claremore Senior Citizens Center	\$ 64,441.00	\$ 11,372.00	\$ 75,813.00	
	\$ 546,195.00	\$ 157,748.00	\$ 703,943.00	

SECTION 5310 APPROVED PROJECTS FOR CRRSAA

Project	Federal	Local	Total	Category
1. Life Senior Services	\$ 109,519.00	\$ -	\$ 109,519.00	



Federal Transit Administration Metropolitan Tulsa Transit Authority (MTTA) Program Of Projects



FFY 2022 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	5339C	Transit Capital	Transit	No Lo Emission Buses	\$2,991,000	\$2,708,000	\$5,699,000
				Totals	\$9,848,500	\$5,491,550	\$15,342,050

FFY 2023 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
				Totals	\$6,857,500	\$2,783,550	\$9,643,050

FFY 2024 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
				Totals	\$6,857,500	\$2,783,550	\$9,643,050

FFY 2025 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

INCOG – SURFACE TRANSPORTATION PROJECT SELECTION PROCESS

ODOT has established a project selection process with the adoption of their Construction Work Plan. This selection process applies to Interstate Maintenance, National Highway System, Surface Transportation Program (outside of the Tulsa Adjusted 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 2019, 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. The criteria was further revised in March 2021, to suit the requirements of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding. The CRRSAA project selection process is included in the Appendix B. It is customary for INCOG to revise the selection criteria for various project categories based on the need, funding constraints, implementation guidelines, following federal and state guidance.

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. Regional Economic and Transportation Benefits

Projects were previously selected and funded through FFY 2022. INCOG anticipates that project selection and programming for INCOG Surface Transportation Projects for 2024 will take place in FFY 2022.

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 2022 – 2025.
Bridge Program	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2022 – 2025.
National Highway System	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2022 – 2025.
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 2022 – 2025.
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 November 1st through November 30, 2021 the public had opportunities to present their view and opinions regarding the TIP. It is anticipated that in December 2021 the INCOG Board will approve the TIP. A direct email was sent out to the area agencies, stakeholders and public involvement database to inform the public of the final TIP document. A public notice was also published in local area newspapers. Consideration by the INCOG Board of Directors is scheduled for December 14, 2021.

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

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

Air Quality

The US Environmental Protection Agency (EPA) sets air quality standards, known as National Ambient Air Quality Standards (NAAQS). Areas not meeting one or more NAAQS are considered to be in violation of the standard and eligible for nonattainment. MPO's in areas designated (or formerly designated) nonattainment must assure transportation projects conform to state and local air quality planning efforts without increasing the area's mobile source emissions. Challenged by many years of ozone near nonattainment status, INCOG has aggressively pursued voluntary emission reduction strategies, improved air quality, and successfully maintained compliance with the ozone NAAQS. The Tulsa Transportation Management Area (TMA) is in attainment of all NAAQS.

Based on the 2017 National Emissions Inventory (NEI) for the seven-county Tulsa Metropolitan Statistical Area (MSA), On-road mobile sources accounted for 12% of hydrocarbon emissions, 36% of nitrogen oxide emissions, and 38% of carbon monoxide emissions. The 2025 plan estimated emissions from mobile sources will decrease over time due to cleaner vehicles, cleaner fuels, and higher travel speeds. All projects listed in this TIP are consistent with the Long Range Transportation Plan (LRTP).

INCOG, with the Oklahoma Department of Environmental Quality (ODEQ), is an active participant in the EPA's Ozone Advance Program. Ozone Advance is a voluntary collaborative program to encourage local actions in attainment areas to reduce emissions that form ground-level ozone. The goal of the Tulsa Area Ozone Advance Program is to continue to maintain the national standards and improve air quality.

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.

**FFY 2022 – 2025
Transportation Improvement Program
Performance Measures - Management**

INTRODUCTION

Performance Measures

Fixing America’s Surface Transportation Act (FAST Act) and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21), require that state DOTs, MPOs, and transit agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance-based approach to transportation planning and programming is intended to ensure the most efficient use of transportation funds, facilitate improved investment decision- making, and increase accountability and transparency.

INCOG must demonstrate that the TIP “makes progress towards achieving the performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets” (23 CFR § 450.326). The national goal areas are as follows:

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

As the designated MPO for the region, INCOG is required to set targets for each of these performance measure areas. A target is defined as “a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA)” (23 CFR § 490.101). INCOG must set these targets no more than 180 days after ODOT sets their targets and can establish these targets by either: (1) agreeing to plan and program projects so that they contribute toward the accomplishment of ODOT’s targets for the performance measures; or (2) committing to a quantifiable target for the performance measures, as stipulated by the FHWA. The current and first performance period began on January 1, 2018 and will end on December 31, 2021.

Goals for the Surface Transportation Block Grant Program (STBGP)

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

Safety (PM1):

- Number of fatalities
- Fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Serious injuries per 100 million vehicles miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries

Pavement Condition (PM2):

- Percentage of pavements on the interstate system in Good condition
- Percentage of pavements of Interstate system in Poor condition
- Percentage of pavements on the non-Interstate NHS in Good condition
- Percentage of pavement of the non-Interstate NHS in Poor condition

Bridge Condition (PM2):

- Percentage of NHS bridges in good condition
- Percentage of NHS bridges in Poor condition

System Performance (PM3):

- Interstate Travel Time Reliability Measure (Percent of person-miles traveled on Interstate that are reliable)
- Non-Interstate Travel Time Reliability measure (Percent of person-miles traveled on the non-Interstate NHS that are reliable)

Freight Movement on the Interstate System (PM3):

- Freight Reliability (Truck Travel Time Reliability Index)

Traffic Congestion (PM3):

- Peak Hour Excessive Delay
- Non-Single Occupant Vehicle Travel (SOV)

On Road Mobile Source Emissions (PM3):

- Total Emission Reductions

INCOG Selection Criteria for Projects

INCOG Project Selection process for the Surface Transportation Block Grant Program (STBGP) allows for projects related to Safety and capacity improvements arterial intersections, Maintenance of system preservation, Transportation system management, Alternative transportation and Capacity addition.

These selection criteria as outlined would address the Performance Criteria as below:

INCOG Surface Transportation Block Grant Program (STBGP) Selection Criteria & the Performance Goals

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

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

Safety Performance Measures

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

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

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

INCOG Target Setting for Safety for All Travelers (PM1)		
Performance Measure	ODOT*	INCOG
Number of Fatalities	656	Support ODOT Target
Number of Serious Injuries	2200	Support ODOT Target
Fatality Rate per 100 Million VMT	1.44	Support ODOT Target
Serious Injury Rate per 100 Million VMT	4.79	Support ODOT Target
Total number of non-motorized fatalities and non-motorized serious injuries	313	Support ODOT Target

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

Non-Safety Performance Measures

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

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

These targets are set every four years with the opportunity for revision every two years. The targets below are for FFY 2022.

INCOG Target Setting for Pavement and Bridge Condition Performance Measure (PM2)			
Performance Measure	2020 ODOT Target	2022 ODOT Target	INCOG
% of Interstate System pavement in good condition	> 50%	> 50%	Support ODOT Target
% of Interstate System pavement in poor condition	< 3%	< 3%	Support ODOT Target
% of Non-Interstate System pavements in good condition	> 45%	> 33%	Support ODOT Target
% of Non-Interstate System pavements in poor condition	< 5%	< 7%	Support ODOT Target
% of NHS Bridges classified as good condition	> 55%	> 45%	Support ODOT Target
% of NHS Bridges classified as poor condition	< 5%	< 5%	Support ODOT Target

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

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

INCOG Target Setting for System Performance Measure (PM3)			
	2020	2022	
	ODOT	ODOT	
Performance Measure	Target	Target	INCOG
% of Interstate NHS with reliable travel times	> 90%	> 90%	Support ODOT Target
% of Non-Interstate NHS with reliable travel times	> 80%	> 80%	Support ODOT Target
Truck travel time reliability	1.33	1.33	Support ODOT Target

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

Appendix A – Public Involvement Process

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

Transportation Improvement Program

The Transportation Improvement Program (TIP) describes all federally-funded transportation projects or programs that will be carried out over the next 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** – At least one public meeting including the meeting of the INCOG Board of Directors will be held to allow opportunities for public comment prior to the TIP advancing to the next stage of development. The meeting(s) 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 transportation@incog.org, or by phone 918-584-7526, or mail to 2 West Second Street, Suite 800, Tulsa, OK 74103

INCOG CRRSAA Supplemental STPBGP Prioritization & Selection Process

For the Tulsa Urbanized Area

March 2021

Supplemental 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
 - Trail and sidewalk rehabilitation
3. Active Transportation – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage. Sample projects include, but are not limited to:
 - Sidewalk, Side path Modification Projects
 - Bicycle transportation projects

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 and federal guidance and subject to *Title 23, U.S.C., Section 133(b)*.

- 1) The proposed project must represent at least one of the following:
 - A) An implementation of actions and/or projects listed from the [Connected 2045 LRTP](#).
 - B) A transportation system management (including congestion management) project,
 - C) A safety or transportation enhancement project
 - D) System preservation of a transportation facility (*i.e.*, reconstruction, rehabilitation, resurfacing, restoration and operational improvements)
 - E) Active Transportation Projects

- 2) Projects must be located within the [Tulsa Transportation Management Area \(TMA\)](#) (Attachment B). 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.

INCOG/ODOT Functional Class Maps

- 3) 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, City of Skiatook, Town of Mounds, or Town of Verdigris.)
- 4) 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.
- 5) The local project sponsor must provide to INCOG a preliminary cost estimate adjusted for inflation using a rate of 4% per year for the duration of the project, and with a contingency of approximately 15% (+ or – 5%). Cost estimates for construction projects must be prepared by a registered professional engineer, architect, or landscape architect as appropriate, licensed in the State of Oklahoma. The awarded federal funds for the project is capped as approved by the Board.

Funding Availability & Terms

Total available funding for the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) for eligible Surface Transportation Block Grant Program (STBGP) is \$6.82 Million. The funding is limited and subject to eligibility criteria. Project sponsors may choose to avail of the option to seek 100% in federal funds as allowed by the Act. Project sponsors may also choose to provide local or other funds to complete a project that may not be possible with available federal funds.

No single entity may receive a combined sum of more than \$3 million for CRRSAA STP funds, for all projects combined. Maximum federal funds awarded per project will be limited to \$750,000. Each entity will be allowed up to three submissions for consideration. INCOG requests that project sponsors prioritize their applications by indicating a ranking for their submitted projects. Staff recommendations will be forwarded to the Transportation Technical Committee, Transportation Policy Committee and the INCOG Board of Directors for approvals and endorsement. Once allocated, funds will not be allowed for substitution of projects after approval. Sponsors shall note that projects will be subject to federal rules and regulations once they are selected. ODOT will enter into agreement and award projects for construction in consultation with local sponsor of the project.

Instructions for Project Submittals

A project sponsor wishing to submit a project for implementation using Tulsa Urbanized Area CRRSAA STP funds must complete a *Transportation Project Rating Form* (Attachment C) 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.

Proposed projects will be evaluated on the following characteristics:

Selection Criteria:

H. Safety Improvements	Maximum	30 points	20
I. System Maintenance and Management	Maximum	30 points	50
J. Project Preparation	Maximum	30 points	20
D. Multijurisdictional/Special Benefits/goals	Maximum	10 points	10
	Total	100 points	

The prioritization scoring will serve as the initial screening used to select projects for funding with Urbanized Area STP funds.

Completion of the preliminary activities (functional planning/engineering, and environmental studies) will make the projects better able to compete for these funds. Funding for right-of-way acquisition and utility relocation will not be eligible for this round of CRRSAA STBGP.

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 (if any as specified in the application) 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 end of Federal Fiscal Year 2022 will be jointly assessed by the project sponsor, INCOG & ODOT 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.

INCOG Project Contact for CRRSAA STPGP Application Submittals:

Final applications should be electronically submitted to INCOG by 5 PM, April 23rd, 2021. For project related questions and final submissions contact Braden Cale at:

Braden Cale
INCOG Transportation Programs Coordinator
bcale@incog.org
(918) 579-9419

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.

Tentative Schedule

Activity	Target Date
Solicit Applications	March 17, 2021
Applications Due	April 23, 2021
Recommendation to Technical Committee	May 19, 2021
Recommended list to Policy Committee	May 26, 2021
Project selection by INCOG Board	June 8, 2021

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 including contingency and ODOT construction management and inspection fee is \$_____, and Federal participation under the terms of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) 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, if the project is selected by INCOG; and

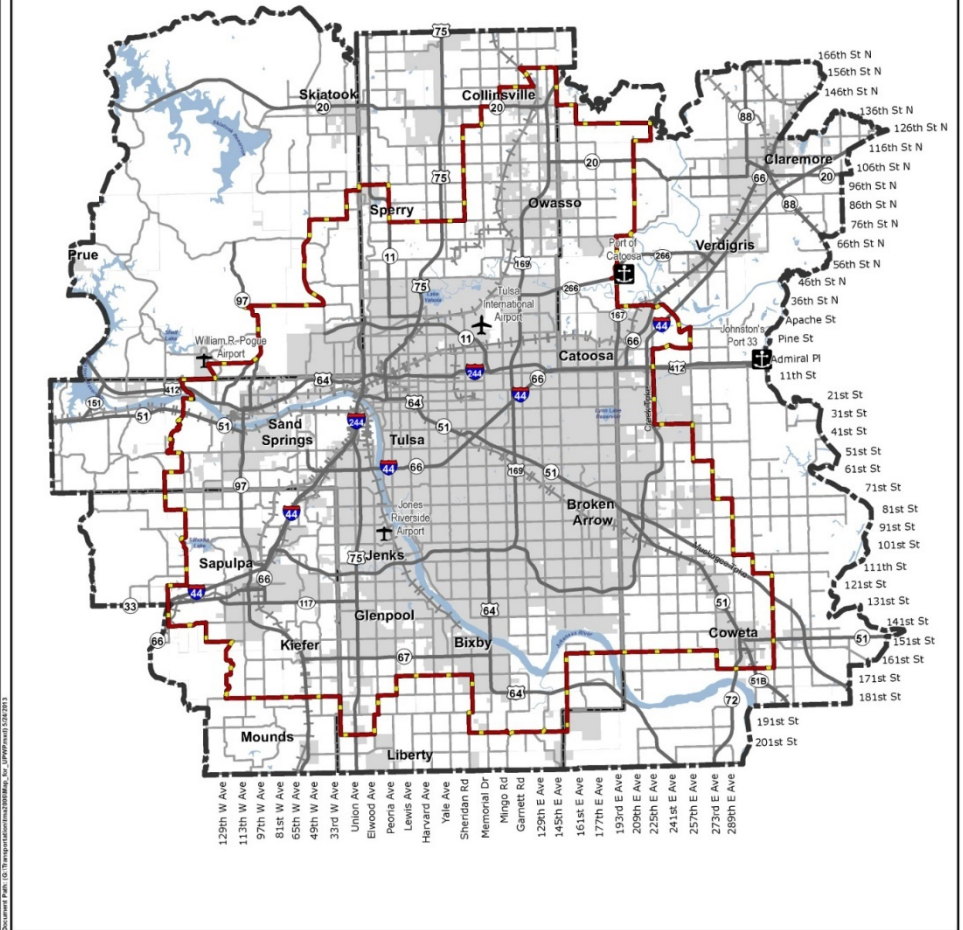
BE IT FURTHER RESOLVED: That upon inclusion in the Transportation Improvement Program, the Oklahoma Transportation Commission is hereby requested to concur in the programming and selection of this project and to submit the same to the Federal Highway Administration for its approval.

ATTEST:

(Chief Elected Official or local governing body)

(Clerk/Secretary/Attorney)

Tulsa Transportation Management Area



Document Path: G:\GIS\transportation\2022-2025\TMA_Supplemental\10-20-2021

	Highways
	Arterial Streets
	Railroads
	Bodies of Water
	Corporate Limits (Cities and Towns)
	County Boundaries
	Transportation Management Area
	Adjusted Urban Area

Location Map

ATTACHMENT C

Tulsa Urbanized Area Surface Transportation Program Project Rating Form: CRRSAA STPGP Funds FFY 2021

The following information must be completed for all proposed Urbanized Area STP projects. INCOG staff will use the reported information to assign points to proposed projects. The established project eligibility and the project scores will then be used by the Staff to present to the Technical Advisory Committee, Transportation Policy Committee, and the INCOG Board of Directors to program projects to be funded with Urbanized Area STP funds. Please attach the cost estimate from the appropriate licensed professional and a map/drawing of the proposed project.

Project Information

Project Purpose: _____

Project Name and Location: _____

Project Description (please include all information necessary for the extent of the project you would like to be rated in the criteria that follows): _____

Project Sponsor/Jurisdiction: _____

Project Engineer: _____

Contact Person: (Name) _____

Email address _____

Phone _____

Please attach detailed budget to include inflation adjusted costs and fill out the following table.

Project Costs	STP Funds Requested Fed Funding CAP: \$750,000	Other (Non-federal) Funds
Construction Cost:		
ODOT Const. Mgt. & Inspection Fee: (Minimum of 10% × Total Construction Cost)		
Other Costs:		
Planning/Engineering	Not Eligible	
Right-of-Way	Not Eligible	
Utility Relocation	Not Eligible	
Non-participating component	Not Eligible	
Grand Total:		

Check here if other transportation funding has been received or authorized for this project. Please note the source and amount of the funding.

Source _____ Amount _____

A. Safety Improvements – Maximum 30 points

If the project is designed to address significant safety issues, it can receive up to 30 points in this category. 15 points based up on project attributes and 15 points based on relative crash severity index. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project includes transit/school bus; pedestrian, bicycle & wheelchair traffic safety. Any one of these below: <ul style="list-style-type: none"> ➤ New Signalized crossing, including Hawk beacons/mid-block crossing signals ➤ Sidewalk extensions at an Intersection ➤ Improve existing or new side path/sidewalks that separate vehicle/person conflicts. ➤ Intersection(s) striping 	5	
Projects to improve roadway safety <ul style="list-style-type: none"> ➤ Turning lane improvements to improve safety, ➤ Super-two lane configuration with added shoulders; 	5	
Project increases safety through rail crossing improvements.	5	
TOTAL		

What is the Average Annual Crash Severity Index for the Project: _____
(INCOG will calculate based on data from DPS/ODOT related to Fatality, Injury & PDO crashes)

First Quartile of Projects: 15 Points
 Second Quartile of Projects: 12 Points
 Third Quartile of Projects submitted: 8 Points
 Fourth Quartile of Projects submitted: 4 Points

Using Department of Public Safety data from the past three years, INCOG will calculate the most recent average annual crash count at the proposed project location:

Number of Crashes: _____ Date: _____

Crash Severity Index: _____

Points Awarded: _____

The projects will be divided into quartiles based on the Crash Severity Index and the first quartile will receive 15 points, the second quartile 12 points, the third quartile 8 points and the fourth quartile 4 points. Projects that involve rehabilitation of existing facilities only, with no targeted additional safety features/improvements, are not eligible for "Crash Severity" points.

B. System Maintenance and Management Maximum – Maximum 30 Points

If the main purpose of the proposed project is to maintain existing facilities, it may receive up to 30 points in this category. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project is a resurface or rehabilitation of either roadway or trail, side path, sidewalk, preventative maintenance, new striping	10	
Project is delayed due to pandemic related reason, previously funded by the local agency. Please indicate the year it was scheduled for and funds allocated previously by the local agency.	10	Provide evidence of such delay
Project includes replacement or rehabilitation of a functionally obsolete or structurally deficient roadway or pedestrian/bike bridge, such that it no longer is a functionally obsolete or structurally deficient.	10	
Active Transportation / alternative mode of use project	10	
Traffic Count as measured by Streetlight software	10	0 – 5000 AADT : 5 Points 5,000 or more AADT : 10 Points
TOTAL		

Comments: _____

C. Project Preparation - Maximum 30 Points

Projects that are prepared for construction may receive up to 30 points in this category. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Pt	Provide Description
<i>What is the status of the environmental review process?</i>		
Environmental clearance completed and federal approval obtained or Not required	10	
Environmental clearance is a CE or a schedule to begin the process is in compliance with federal requirements (provide a schedule)	5	
Environmental clearance has not been initiated	0	
<i>What is the status of proposed project design/ engineering/ planning?</i>		
Final Design/ Engineering/ planning completed	10	
Design/Engineering plans 30% or more completed	5	
Design/Engineering/Planning design not initiated	0	
<i>What is the status of right-of-way acquisition?</i>		
Right-of-way acquisition not required	10	
Minimal additional Right-of-way acquisition required	5	
Right-of-way acquisition required but not started	0	
<i>What is the status of utility relocation?</i>		
No utility relocation is required OR utilities relocation is complete	10	
Minimal utility relocation is required	5	
Utility relocation required and has not been initiated	0	
<i>What is the amount of Local or Other funds for STP Funds? OPTIONAL PROVISION</i>		
Project sponsor may provide local or other funding to complete the project. There are no additional points for a local match or an overmatch for CRRSAA STBGP Project scoring.	0	
TOTAL		

D. Regional Economic Benefits & Achieving Goals for Efficient System - All Projects **Maximum 10 points**

Please describe the extent to which the proposed project offers significant additional benefits to the transportation system not reflected by other rating factors. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project is multi-jurisdictional and/or is a part of a regional funding program or economic development strategy that benefits more than one community and/or county.	10	
TOTAL		

Comments: _____

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	November

preparing their TIPs

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.

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

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.

ODOT will provide written responses to the MPOs indicating if any specific problem(s) exist and the action necessary to correct the Preliminary TIPs.

A copy of the Final TIPs will be provided to ODOT for review and approval.

ODOT will provide the MPOs written notification approving the Final TIPs.

Final MPO TIPs will be amended to the current STIP without modification.

STIP DEVELOPMENT PROCEDURES

PROCEDURE

DEADLINE

The State shall develop a new 4 year Statewide Transportation Improvement Program every 2 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 Oklahoma Dept. of Transportation

Signature
Rich Brierre
Executive Director

Signature

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
TAC	Technical Advisory Committee

Oklahoma Department of Transportation: FFY 2021-22 Annual List of Obligated Projects

County	JP no.	Work Type	Description	Federal	State	Other	Total
CREEK	29684(04)	BRIDGE & APPROACHES	SH-16: OVER WEST SPRING CREEK, 6.4 MILES SOUTH OF THE JCT. SH-33	\$1,178,115	\$294,529	\$0	\$1,472,644
CREEK	31087(07)	CONTRACT P.E. (AS OF 10/1/2013)	SH 48: BEGIN AT CREEK/ OKFUSKEE CL EXTEND NORTH 6.5 MI	\$933,272	\$233,318	\$0	\$1,166,590
CREEK	33368(04)	RESURFACE	SH-66: FROM 3.63 MI WEST OF THE JCT WITH I-44, EXTEND EAST 3.32 MI	\$1,480,978	\$0	\$0	\$1,480,978
OSAGE	24233(04)	GRADE, DRAIN & SURFACE	US-60: BEGIN JCT. US-60/SH-35 & EXTEND EAST 4.96 MILES	\$25,375,452	\$6,343,863	\$0	\$31,719,315
OSAGE	27040(07)	CONTRACT P.E. (AS OF 10/1/2013)	SH18: 5.68 MI N OF PAWNEE C/L, N APPX. 3.2 MI RW FOR 27040(04)	\$587,026	\$146,756	\$0	\$733,782
OSAGE	27168(04)	INTERSECT MODIF	SH-20: AT SH-20 & JAYVINE HILL ROAD, 3.25 MILES WEST OF SH-11	\$4,487,188	\$1,121,797	\$0	\$5,608,985
ROGERS	33370(04)	RESURFACE	US-412: FROM 5.47 MI WEST OF THE JCT WITH SH-88, EXTEND EAST 4.95 MI	\$1,779,740	\$0	\$0	\$1,779,740
ROGERS	33784(04)	RESURFACE	SH-266: BEGIN 1.19 MILES EAST OF TULSA C/L, EXTEND EAST 1.84 MI	\$1,368,546	\$0	\$0	\$1,368,546
ROGERS	34402(04)	EMERGENCY RELIEF (ER)	CO RD: EMERGENCY FLOODWATER REPAIRS [E0300 RD]	\$233,065	\$0	\$0	\$233,065
ROGERS	34403(04)	EMERGENCY RELIEF (ER)	CO RD: EMERGENCY FLOODWATER ROADWAY REPAIRS [E0350 RD]	\$6,586	\$0	\$0	\$6,586
ROGERS	34404(04)	EMERGENCY RELIEF (ER)	CO RD: EMERGENCY FLOODWATER ROADWAY REPAIRS [E0350 RD]	\$6,594	\$0	\$0	\$6,594
ROGERS	34627(04)	EMERGENCY RELIEF (ER)	CO RD: EMERGENCY FLOODING ROADWAY REPAIR. NS 406 1/10TH MILE S OF EW 390 RD	\$88,694	\$0	\$0	\$88,694
TULSA	11768(36)	METRO PLANNING	SFY 2022 (JULY 1, 2021 -JUNE 30, 2022) METRO PLANNING	\$1,266,500	\$0	\$316,625	\$1,583,125
TULSA	19017(12)	MONEY ONLY	INCOG OZONE ALERT , AIR QUALITY INITIATIVES	\$100,000	\$0	\$25,000	\$125,000
TULSA	19017(13)	MONEY ONLY	INCOG PARENT PROJECT	\$350,000	\$0	\$87,500	\$437,500
TULSA	19017(14)	MONEY ONLY	AIR QUALITY PUBLIC EDUCATION PROGRAM	\$100,000	\$0	\$25,000	\$125,000
TULSA	19017(15)	MONEY ONLY	TRAFFIC OPERATION PROGRAM	\$125,000	\$0	\$31,250	\$156,250
TULSA	19017(16)	MONEY ONLY	BID/PED INFRASTRUCTURE PROGRAM	\$125,000	\$0	\$31,250	\$156,250
TULSA	19018(12)	MONEY ONLY	INCOG: FLEET CONVERSION TO ALTERNATE FUELS, COMPETITIVE GRANTS	\$225,000	\$0	\$56,250	\$281,250
TULSA	28656(04)	INTERSECTION MOD. & TRAF. SIGNALS	INTERSECTION MOD & TRAFFIC SIGNALS @ 121ST & MINGO ROAD IN BIXBY	\$1,295,309	\$0	\$517,336	\$1,812,644
TULSA	29635(07)	MONEY ONLY	INCOG - BIKESHARE IMPLEMENTATION, OPERATIONS	\$107,369	\$0	\$26,842	\$134,211
TULSA	31083(04)	BRIDGE REHABILITATION	I-444: UNDER 3RD ST BRIDGE, LOCATED .9 MILES NORTH OF SH-51	\$2,138,326	\$534,581	\$0	\$2,672,907
TULSA	31313(08)	GRADE, DRAIN & SURFACE	GILCREASE EXPRESSWAY - 57TH W AVE CONNECTION TO EDISON STREET	\$2,618,589	\$0	\$654,647	\$3,273,236
TULSA	33034(04)	PEDESTRIAN / BIKE IMPROVEMENTS	TULSA: CITYWIDE INSTALLATION OF RECTANGULAR RAPID FLASH BEACONS(RRFB'S)	\$63,910	\$0	\$79,166	\$143,076
TULSA	33038(04)	PEDESTRIAN / BIKE IMPROVEMENTS	TULSA: 11TH AND 12TH STREET PROTECTED BIKE LANES	\$62,698	\$0	\$62,750	\$125,448
TULSA	33040(04)	PEDESTRIAN / BIKE IMPROVEMENTS	BIXBY: EAST FRY CREEK TRAIL FROM 131ST TO 118TH STREET	\$674,563	\$0	\$838,895	\$1,513,458
TULSA	33149(05)	MONEY ONLY	TULSA COUNTY: BICYCLE PEDESTRIAN COUNTER & DISPLAY	\$6,750	\$0	\$1,688	\$8,438

TULSA	33788(15)	RIGHT OF WAY	ACQUISITION FOR JP 33788(08)(09)(11)	\$9,000,000	\$1,000,000	\$0	\$10,000,000
TULSA	33788(16)	RAILROAD PRELIMINARY ENGINEERING	UPRR PE FOR I-44 / US-75 RECONSTRUCTION OVER DOT 797232S	\$45,000	\$5,000	\$0	\$50,000
TULSA	sar	CROSSING IMPR. & R/R SIGNALS	NEAR SAND SPRINGS LIGHT/SIGNAL/GATE AND CONCRETE @65 AVE W/ SAND SPRINGS ML	\$891,622	\$0	\$99,069	\$990,692
TULSA	35180(04)	CROSSING IMPR. & R/R SIGNALS	IN OWASSO: INSTALL FLASHING SIGNALS W/ GATE ARMS AND CONCRETE XING SURFACE	\$251,888	\$0	\$27,988	\$279,876
TULSA	35180(05)	CROSSING IMPR. & R/R SIGNALS	IN OWASSO: INSTALL FLASHING SIGNALS W/ GATE ARMS AND CONCRETE XING SURFACE	\$348,626	\$0	\$37,636	\$386,262
TULSA	35180(19)	CROSSING IMPR. & R/R SIGNALS	IN SAND SPRINGS: YIELD/STOP SIGNAGE PROJECT AT 36 LOCATIONS ON THE	\$53,285	\$0	\$5,921	\$59,206
WAGONER	29665(06)	R/R CROSSING SURF	UPRR: SURFACE INSTALL FOR SH-51 ADA/SIDEWALK PROJECT AT UPRR IN WAGONER	\$76,000	\$19,000	\$0	\$95,000
WAGONER	30648(07)	CONTRACT P.E. (AS OF 10/1/2013)	SH-51: AT MP 2.20 (91ST ST S)	\$233,965	\$58,492	\$0	\$292,457
WAGONER	31209(05)	RIGHT OF WAY	US-69: OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT.	\$140,000	\$35,000	\$0	\$175,000
WAGONER	31209(06)	UTILITIES	US-69: OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT.	\$321,880	\$80,470	\$0	\$402,350
WAGONER	32104(04)	RESURFACE	US-69: FROM MUSKOGEE/WAGONER C/L NORTH 2.05 MILES	\$3,346,420	\$0	\$0	\$3,346,420
WAGONER	32821(05)	CONTRACT P.E. (AS OF 10/1/2013)	US-69: FROM JCT. MUSKOGEE TURNPIKE, N 5.1 MI.	\$509,999	\$127,499	\$0	\$637,498
WAGONER	32840(04)	A.D.A. PROJECTS FOR COMPLIANCE	SH-51: A.D.A. FR FILMORE AVE, EXTEND EAST TO RAILROAD BLVD	\$501,685	\$0	\$0	\$501,685
WAGONER	33446(04)	RESURFACE	SH-51: BEGIN AT EAST END OF VERDIGRIS RIVER BRIDGES, EXTEND EAST 3.92 MI	\$1,860,294	\$0	\$0	\$1,860,294
WAGONER	34259(04)	EMERGENCY RELIEF (ER)	CT ST: EMERGENCY ROADWAY FLOODING DAMAGE REPAIR (S. 51ST STREET EAST)	\$33,278	\$0	\$0	\$33,278
WAGONER	34293(04)	EMERGENCY RELIEF (ER)	CT ST: EMERGENCY ROADWAY FLOODING DAMAGE REPAIRS (S 257TH EAST AVE)	\$8,181	\$0	\$0	\$8,181

**INCOG Funding for Enhanced Mobility for Seniors and Persons with Disabilities
Federal Fiscal Year 2020 Fund Allocation & American Rescue Plan (ARP) Allocation**

Sponsor	Traditional (Capital)(1)	Non-traditional (Operations)(2)	American Rescue Plan (ARP)(3)	Administration (4)	Total Federal Funds	Description
1. Kibois	\$ 57,280	\$ 110,668	\$ 60,000	\$ -	\$ 227,948	One vehicle; And operating expenses for Wagoner County portion of the TMA
2. Grand Gateway (Pelivan Transit)	\$ 76,863	\$ 17,340	\$ 49,521	\$ -	\$ 143,724	One vehicle; And operations for Rogers County portion of the TMA
3. A New Leaf	\$ 41,133	\$ 60,000	\$ -	\$ -	\$ 101,133	Two minivans; And Operations
4. Life Senior Services	\$ 130,856	\$ -		\$ -	\$ 130,856	Two vehicles - Life Pace, Vintage Housing, Life Senior Services - Skiatook, Collinsville, BA, Coweta, Glenpool, Sapulpa, Sand Springs.
5. City of Collinsville Senior Center	\$ 73,923	\$ -		\$ -	\$ 73,923	One vehicle
6. INCOG Administration	\$ -	\$ -		\$ 63,118	\$ 63,118	10% of FFY 2020 funding; and none from ARP
Total	\$ 380,055	\$ 188,008	\$ 109,521	\$ 63,118	\$ 740,702	

Notes:

- (1) Traditional capital requires 15% in local, non-federal match from the Sponsor
- (2) Non-traditional operations requires 50% in local, non-federal match from the Sponsor
- (3) American Rescue Plan funding for Section 5310 requires no local match and it is for operations
- (4) Administration requires no local match

**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
FFY2020 Transportation Improvement Program Amendment: Administrative Modification - March 2020**

Federal Fiscal year	County	ODOT/OTA* Job Piece Number	Program	Project Description	Type of Work	Funding
2020	Tulsa	3251204	TIFIA** Funding	Gilcrease Expressway Project: TIFIA finance toward constructing Gilcrease Expressway Turnpike project by the Oklahoma Turnpike Authority combined with the GARVEE*** funding as programmed within the FFY2020-23 INCOG TIP.	Roadway	Federal: \$120,116,133 (previous Federal: \$120,644,732) Other Funds: ODOT (GARVEE) & OTA

*ODOT: Oklahoma Department of Transportation; OTA: Oklahoma Turnpike Authority

** TIFIA: Transportation Infrastructure Finance and Innovation Act

*** GARVEE: Grant Anticipation Revenue Vehicle Funding

Federal Fiscal year	County	FTA Program	Program	Project Description	Type of Work	Funding
2020	Tulsa	BUILD Grant	2018 BUILD Grant	Install Fiber/Broadband on two BRT Corridors; Connect traffic Signals to the Tulsa Traffic Management Center and Bus Rapid Transit Stations to enable real time information & install Transit Signal Priority for BRT.	Information Technology, Traffic & Transit	Federal Grant: \$6,500,000 Other Funds: \$3,000,000

Federal Fiscal year	County	ODOT JP #	Program	Project Description	Type of Work	Funding
2020	Tulsa	25212(04)	INCOG STP-UZA Program	Jenks: Widen 111th Street between Elwood & US-75 to 4 Lanes AND widen Elwood & 111th Intersection to 4/5 lanes, with turn lanes, signalization, and other related improvements. This is to merge previously approved project phases into one project.	Roadway	Federal: \$4,980,773 Local: \$1,637,576

**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
FFY2020-23 Transportation Improvement Program Amendments**

Federal Fiscal Year	County	ODOT Job Piece Number	Program	Project Description	Type of Work	Funding
2021	Tulsa	Not Applicable	FTA 5339 Bus & Bus Facilities Grant Program	Replace buses, rehabilitate a parking and paratransit call center building facility, and introduce modernized technology to support its Route 66 (11th Street) bus rapid transit line.	Transit	Federal: \$3,175,604
2021	Tulsa	CMAQ - Various	Congestion Mitigation & Air Quality Program	Public Fleet Alt Fuels & Idle reduction infrastructure; Bus Rapid Transit Corridor Technologies; Ozone Alert & Active Transportation Marketing; Tulsa Bike Share	CMAQ	Federal: \$650,000
2021	Rogers	JP 27031 (04)	Surface Transportation	SH-20 - From 4 Mi east of Tulsa County Line to 0.65 Miles East of Verdier River - Construction	Roadway Construction	Federal: \$28,263,010
2021*	Rogers	JP 34222 (04)	Surface Transportation	SH-20 - Pavement Rehabilitation, from SH-66 extend east approximately 1.44 miles.	Roadway Rehabilitation	Federal: \$5,989,000
2021*	Tulsa	JP 28899 (04)	Surface Transportation	I-444 - Pavement Rehabilitation, from SH-51 interchange north to Independence (east leg of IDL)	Roadway Rehabilitation	Federal: \$18,827,215
2021*	Tulsa TMA	JP 33818 (04)	Surface Transportation	ODOT Roadways, Expressway signage - Various locations in the Tulsa Metropolitan Area	Roadways Signage and Safety	Federal: \$5,205,546
2021*	Tulsa TMA	JP 33822 (04)	Surface Transportation	ODOT Overhead Sign Replace and Repairs - Various location Tulsa Metropolitan Area	Roadway Signage	Federal: \$5,597,510

*Approved by the INCOG Executive Committee on 09/21/2020

**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
FFY2020-23 Transportation Improvement Program Amendments - Administrative Modifications**

Federal Fiscal year	County	ODOT/OTA* Job Piece Number	Program	Project Description	Type of Work	Funding
2020	Tulsa	29694(04)	INFRA Grant - USDOT	Union Avenue over I-44, Bridge & Approaches	Roadway	Federal: \$10,557,680 State/Local: \$2,639,420
2020	Tulsa	33788(04)	INFRA Grant - USDOT	I-44/US-75 interchange reconstruction from Union Ave to Arkansas River	Roadway	Federal: \$62,305,595 State/Local: \$15,576,399
2020	Tulsa	31601(04)	Transportation Enhancement: Transportation Alternatives Program	Broken Arrow: Creek Trail Transportation Enhancement Project - extending Liberty Parkway Trail near Elm Place, North to E Ithaca Place and 1st Place	Roadway	Federal: \$477,133 Local: \$735,902

FFY2020-23 Transportation Improvement Program Amendments

INCOG 2019 - 2021 Transportation Alternatives Program of Projects

Project Sponsor	Project Description	Federal Funds	Local Funds	TOTAL
Broken Arrow	Bicycle & Pedestrian Safety Improvements - Hawk Beacons at three locations and sidewalk/sidepath project	\$ 857,802	\$ 285,934	\$ 1,143,736
Coweta	Sidewalk to Schools - Pecan Street sidewalk from Broadway (Hwy 72) to 305th E Ave.	\$ 684,558	\$ 171,140	\$ 855,698
River Parks Authority	River Trail - River Spirit Casino to 96th St Bridge - Design/Construction plans, clearing, fencing, and enviromental mitigation	\$ 460,285	\$ 115,071	\$ 575,356
Tulsa County	Bicycle & Pedestrian Safety Improvements - Lewis Avenue sidewalk and bicycle lanes from E 56th St N to E 66th St N.	\$ 444,164	\$ 148,055	\$ 592,219
City of Tulsa	ADA Arterial Sidewalk and Curb Ramp Improvements - Project 4 - Curb ramps at five locations along arterial streets and Memorial Drive sidewalk from 61st Street S to 101st Street S.	\$ 615,000	\$ 205,000	\$ 820,000
City of Tulsa	Rivertrail - Design/construction plans for trail from Vensel Creek Channel to 101st Street S.	\$ 107,193	\$ 26,798	\$ 133,991
City of Tulsa	Citywide pedestrian and Bicyclist Safety Improvements - Rectangular Rapid Flash Beacons at 6 locations and construction of ADA curb ramps and sidewalks near five public schools.	\$ 550,000	\$ 180,000	\$ 730,000
		\$ 3,719,002	\$ 1,131,998	\$ 4,851,000

Other FY 2021 Transportation Program of Projects

Oklahoma Department of Transportation	Rogers County: SH-266 - Pavement Rehabilitation, Begin 1.19 Miles east of Tulsa Countyline, extend east 1.84 Miles. ODOT JP #33784(04)	\$ 1,051,520	\$ -	\$ 1,051,520
Oklahoma Department of Transportation	Tulsa County: Advanced acquisition for parcels identified as total take as part of the I-44/US-75 interchange project ODOT JP #33788(15)	\$ 9,000,000	\$ 1,000,000	\$ 10,000,000
City of Bixby	Intersection modification & Traffic Signalization Project at E 121st Street S & S. Mingo Road. ODOT JP # 28656(04)	\$ 1,339,374	\$ 446,458	\$ 1,785,832

**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
FFY2020-23 Transportation Improvement Program Amendments**

Federal Fiscal Year	County	ODOT Job Piece Number	Program	Project Description	Type of Work	Funding
2022	Rogers	JP 3035304	NHPP	Rehabilitation of Bridge over the Verdigris River, West Bound, 7.5 Miles East of I-44	Rehabilitation	Federal: \$14,949,887 Local: \$0 Total: \$14,949,887
2022	Tulsa	JP 31313 (08)	STBGP	Grade, Drain and Surface: Gilcrease Expressway - 57th West Avenue Connection to Edison Street	Grade, Drain & Surface	Federal: \$4,874,721 Local: \$1,218,680 Total: \$6,093,401

**FFY 2020-23 Transportation Improvement Program Amendment
Enhanced Mobility for Seniors and Individuals with Disabilities Program FFY 2019 Funding
Federal Transit Administration (FTA) Section 5310 Funding**

	Traditional: Capital Assistance/Contract Services (55%)	Non-traditional: Operating Assistance(35%)	Total Federal Funds	Description
1. City of Tulsa	\$ 72,867	\$ -	\$ 72,867	Contract Services - mental health program
2. Ki Bois Area Transit	\$ -	\$ 40,000	\$ 40,000	Operating expenses
3. United Community Action Program (Cimarron Transit)	\$ 72,629	\$ -	\$ 72,629	One vehicle
4. A New Leaf, Inc.	\$ 52,260	\$ -	\$ 52,260	One vehicle
5. Morton Comprehensive Health Services	\$ 36,434	\$ -	\$ 36,434	One vehicle
6. Grand Gateway (Pelivan Transit)	\$ 101,832	\$ -	\$ 101,832	Two vehicles - Catoosa service
7. Life Senior Services	\$ 37,782	\$ -	\$ 37,782	One vehicle
8. NewView Oklahoma	\$ -	\$ 3,000	\$ 3,000	Uber/Lyft/Taxi vouchers
9. The Spring (Day Spring Villa)	\$ -	\$ 10,000	\$ 10,000	Operating expenses - domestic violence and human trafficking victims
10. The Bridges Foundation	\$ 39,950	\$ 15,000	\$ 54,950	Operating expenses + one vehicle - people with disabilities
11. City of Claremore Senior Citizens Center	\$ 64,441	\$ -	\$ 64,441	One vehicle
	\$ 478,195	\$ 68,000	\$ 546,195	

**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
 FFY2020-23 Transportation Improvement Program Amendments**

Administrative Modification - December 2021

Federal Fiscal Year	County	ODOT Job Piece Number	Program	Project Description	Type of Work	Funding
2022	Rogers	JP 3035304	NHPP	Rehabilitation of Bridge over the Verdigris River, West Bound, 7.5 Miles East of I-44 - <i>Change from \$14,949,887</i>	Rehabilitation	Federal: \$15,119,025 Local: \$0 Total: \$15,119,025