
FFY 2011 – 2014

Transportation Improvement Program

For the Tulsa Transportation Management Area



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September 9, 2010

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Approved by the Transportation Policy Committee August 26, 2010

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Contacting INCOG

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

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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 2011 – 2014 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, adopted April, 1975 and updated June, 2010; 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, by letter dated October 2, 1995; 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 2011 to FFY 2014, 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 2011 – 2014 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2011 – 2014 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) 2011 – 2014 Transportation Improvement Program (TIP)* presents a program of improvements to the surface transportation system within the Tulsa Transportation Management Area (see map on page 4) 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 Budget Summary on page 3 lists, by funding program, the total funds expected and programmed from all sources (federal, state, and local).

Highlights

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

- Reconstruction and expansion of I-44 from Yale Avenue to the Arkansas River
- Reconstruction and expansion of I-44 from the eastern junction with I-244 to SH-167
- Reconstruction of SH-97 from 2nd Street to Morrow Road in Sand Springs
- Construction of a grade-separated interchange at US-75 and 116th St. North near Skiatook
- Preliminary construction on the expressway to expressway interchanges in Tulsa
- Construction of new SH-20 alignment in Claremore
- Transit projects include replacement of various vehicles, installation of passenger shelters and AVL.

TIP Document Organization

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

- The projects are grouped by year and within each year they are grouped by County in alphabetical order and then by Job Number.
- Summaries of funding by program for each year follow the project listings
- Because the TIP is a dynamic document, being updated or occasionally amended, a page has been included at the front with information on contacting INCOG's Transportation Division
- Finally, the list of projects will be included in the Programs/Projects section on the web page (www.incog.org/transportation), and will be updated as often as necessary.

Budget Summary FFY 2011 – 2014 Transportation Improvement Program

Program	Federal	State	Other	Totals
Bridge	\$26,627,915	\$0	\$0	\$26,627,915
CMAQ	\$2,600,000	\$0	\$650,000	\$3,250,000
Interstate Maintenance	\$108,501,208	\$0	\$0	\$108,501,208
Maintenance	\$7,380,390	\$0	\$0	\$7,380,390
National Highway	\$20,317,154	\$0	\$0	\$20,317,154
Planning	\$3,400,000	\$0	\$850,000	\$4,250,000
Surface Transportation Program	\$34,309,907	\$0	\$0	\$34,309,907
Transit	\$27,844,000	\$0	\$7,341,000	\$35,185,000
Urbanized Surface Transportation Program	\$34,997,918	\$0	\$9,075,999	\$44,073,917
Grand Total	\$265,978,492	\$0	\$17,916,999	\$283,895,491

FFY 2011 Program Details

County	Job #	Work Type	Facility	Description	Federal	State	Other	Fund Totals
Rogers	27167(05)	Right Of Way	SH-20	SH-20: intersection at SH-20 & clubhouse/Southaven road, approx. 9.5 miles east of Tulsa county line (right of way for 27167(04))	\$257,500	\$0	\$0	\$257,500
Rogers	27167(06)	Utilities	SH-20	SH-20: intersection at SH-20 & clubhouse/Southaven road, approx. 9.5 miles east of Tulsa county line (utilities for 27167(04))	\$257,500	\$0	\$0	\$257,500
TMA	23185(08)	Bridge Water Proof Seal	Various	2011 division 8 silane projects (bridges to be determined later)	\$103,000	\$0	\$0	\$103,000
Tulsa	06374(47)	Grade, Draining, Bridge & Surface	I-44	I-44: at Lewis Avenue (reconstruct to 6 lanes) ??Fund split?? IM earmark	\$51,697,928	\$0	\$0	\$51,697,928
Tulsa	06374(82)	Grade, Drain & Surface	I-44	I-44: Darlington Avenue from just east of Yale to just west of Sheridan rd in Tulsa (roadway to 6 lanes)**funding agreement needed**	\$11,694,620	\$0	\$0	\$11,694,620
Tulsa	11768(26)	Metro Planning	PLAN	State FY 2012 (July 1, 2011 -June 30, 2012) metro planning Tulsa urbanized area	\$850,000	\$0	\$212,500	\$1,062,500
Tulsa	26505(04)	Grade, Drain & Surface	SH-97	SH-97: from 2nd street south to Morrow Drive in Sand Springs	\$7,000,910	\$0	\$0	\$7,000,910
Tulsa	TBD	Transit Capital	Transit	Preventative Maintenance	\$2,800,000	\$0	\$700,000	\$3,500,000
Tulsa	TBD	Transit Capital	Transit	Paratransit Expense	\$1,250,000	\$0	\$312,500	\$1,562,500
Tulsa	TBD	Transit Capital	Transit	Capital Cost of Contracting	\$600,000	\$0	\$150,000	\$750,000
Tulsa	TBD	Transit Capital	Transit	Capital Leases	\$30,000	\$0	\$7,500	\$37,500
Tulsa	TBD	Transit Capital	Transit	Audit Services	\$50,000	\$0	\$12,500	\$62,500
Tulsa	TBD	Transit Capital	Transit	Long Range Planning - System Level	\$200,000	\$0	\$50,000	\$250,000
Tulsa	TBD	Transit Capital	Transit	Long Range Planning - Project Level	\$210,000	\$0	\$52,500	\$262,500
Tulsa	TBD	Transit Capital	Transit	Short Range Planning	\$220,000	\$0	\$55,000	\$275,000
Tulsa	TBD	Transit Capital	Transit	Program Support Administration	\$300,000	\$0	\$75,000	\$375,000
Tulsa	TBD	Transit Capital	Transit	Other Activities - MIS	\$174,000	\$0	\$43,500	\$217,500
Tulsa	TBD	Transit Capital	Transit	Other Activities - Staff Education and Training	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	CMAQ - Outreach Activities	\$200,000	\$0	\$50,000	\$250,000
Tulsa	TBD	Transit Capital	Transit	Computer Hardware	\$100,000	\$0	\$25,000	\$125,000
Tulsa	TBD	Transit Capital	Transit	Computer Software	\$100,000	\$0	\$25,000	\$125,000
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Office Equipment	\$12,000	\$0	\$3,000	\$15,000
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Shop Equipment	\$25,000	\$0	\$6,250	\$31,250
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Office Furniture	\$10,000	\$0	\$2,500	\$12,500
Tulsa	TBD	Transit Capital	Transit	Security and Emergency Response Plans	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	Passenger Amenities	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	Transit Coaches	\$500,000	\$0	\$220,000	\$720,000

FFY 2012 Program Details

County	Job #	Work Type	Facility	Description	Federal	State	Other	Fund Totals
Rogers	20315(05)	Right Of Way	I-44	I-44: interchange at 163rd street in the city of Tulsa (right of way for 20315(04) IM earmark	\$4,558,000	\$0	\$0	\$4,558,000
Rogers	20315(06)	Utilities	I-44	I-44: interchange at 163rd street utilities for 20315(04) IM earmark	\$2,299,204	\$0	\$0	\$2,299,204
Rogers	21898(05)	Right Of Way	I-44	I-44: eastbound & westbound bridges at 177th east Ave. (Lynn lane) r/w for 21898(04) IM earmark	\$4,415,960	\$0	\$0	\$4,415,960
Rogers	21898(06)	Utilities	I-44	I-44: eastbound & westbound bridges at 177th east Ave. (Lynn lane) utilities for 21898(04) IM earmark	\$2,140,140	\$0	\$0	\$2,140,140
Tulsa	11768(27)	Metro Planning	PLAN	State FY 2013 (July 1, 2012 -June 30, 2013) metro planning Tulsa urbanized area	\$850,000	\$0	\$212,500	\$1,062,500
Tulsa	21923(04)	Bridge & Approaches	US-75	US-75: over south duck creek (aka middle duck creek), approx. 0.9 miles north of the Okmulgee county line	\$5,830,000	\$0	\$0	\$5,830,000
Tulsa	24300(04)	Interchange	US-75	US-75 interchange at 116th street north	\$7,950,000	\$0	\$0	\$7,950,000
Tulsa	26304(05)	Bridge Rehabilitation	I-244	I-244: 1-244/US-75 exit to 1st street (NE corner of IDL) IM earmark	\$6,700,715	\$0	\$0	\$6,700,715
Tulsa	27053(05)	Right Of Way	SH-266	SH-266: from approx. 0.3 mi. East of us169, ext. East approx. 2.25 miles (.45 mi. In Rogers co.) Row for 27053(04)	\$212,000	\$0	\$0	\$212,000
Tulsa	27053(06)	Utilities	SH-266	SH-266: from approx. 0.3 mi. East of us169, ext. East approx. 2.25 miles (.45 mi. In Rogers co.) Ut for 27053(04)	\$212,000	\$0	\$0	\$212,000
Tulsa	27066(05)	Right Of Way	SH-11	SH-11: Delaware creek, 11 mi. South of Washington county line right of way for 27066(04)	\$53,000	\$0	\$0	\$53,000
Tulsa	27066(06)	Utilities	SH-11	SH-11: Delaware creek, 11 mi. South of Washington county line Utilities for 27066(04)	\$53,000	\$0	\$0	\$53,000
Tulsa	TBD	Transit Capital	Transit	Preventative Maintenance	\$2,800,000	\$0	\$700,000	\$3,500,000
Tulsa	TBD	Transit Capital	Transit	Paratransit Expense	\$1,250,000	\$0	\$312,500	\$1,562,500
Tulsa	TBD	Transit Capital	Transit	Capital Cost of Contracting	\$600,000	\$0	\$150,000	\$750,000
Tulsa	TBD	Transit Capital	Transit	Capital Leases	\$30,000	\$0	\$7,500	\$37,500
Tulsa	TBD	Transit Capital	Transit	Audit Services	\$50,000	\$0	\$12,500	\$62,500
Tulsa	TBD	Transit Capital	Transit	Long Range Planning - System Level	\$200,000	\$0	\$50,000	\$250,000
Tulsa	TBD	Transit Capital	Transit	Long Range Planning - Project Level	\$210,000	\$0	\$52,500	\$262,500
Tulsa	TBD	Transit Capital	Transit	Short Range Planning	\$220,000	\$0	\$55,000	\$275,000
Tulsa	TBD	Transit Capital	Transit	Program Support Administration	\$300,000	\$0	\$75,000	\$375,000
Tulsa	TBD	Transit Capital	Transit	Other Activities - MIS	\$174,000	\$0	\$43,500	\$217,500
Tulsa	TBD	Transit Capital	Transit	Other Activities - Staff Education and Training	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	CMAQ - Outreach Activities	\$200,000	\$0	\$50,000	\$250,000
Tulsa	TBD	Transit Capital	Transit	Computer Hardware	\$100,000	\$0	\$25,000	\$125,000
Tulsa	TBD	Transit Capital	Transit	Computer Software	\$100,000	\$0	\$25,000	\$125,000
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Office Equipment	\$12,000	\$0	\$3,000	\$15,000
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Shop Equipment	\$25,000	\$0	\$6,250	\$31,250
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Office Furniture	\$10,000	\$0	\$2,500	\$12,500

County	Job #	Work Type	Facility	Description	Federal	State	Other	Fund Totals
Tulsa	TBD	Transit Capital	Transit	Security and Emergency Response Plans	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	Passenger Amenities	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	Transit Coaches	\$500,000	\$0	\$220,000	\$720,000

FFY 2013 Program Details

County	Job #	Work Type	Facility	Description	Federal	State	Other	Fund Totals
Creek	24425(05)	Right Of Way	US-75A	US-75A: from the Okmulgee county line, north approx 5.17 miles, to Kiefer (rw for 2442504)	\$501,400	\$0	\$0	\$501,400
Creek	24425(06)	Utilities	US-75A	US-75A: from the Okmulgee county line, north approx 5.17 miles, to Kiefer (ut for 2442504)	\$400,030	\$0	\$0	\$400,030
Rogers	21898(04)	Bridge & Approaches	I-44	I-44: eastbound & westbound bridges at 177th east Ave.(Lynn lane) IM earmark	\$9,810,000	\$0	\$0	\$9,810,000
Rogers	24957(05)	Right Of Way	SH-266	SH-266: Verdigris River overflow, 5.9 mile east of Tulsa County line right of way for 24957(04)	\$218,000	\$0	\$0	\$218,000
Rogers	24957(06)	Utilities	SH-266	SH-266: Verdigris- river overflow, 5.9 mile east of Tulsa county line Utilities for 24957(04)	\$109,000	\$0	\$0	\$109,000
Rogers	27167(04)	Intersection	SH--20	SH-20: intersection at SH-20 & clubhouse/Southaven road, approx. 9.5 miles east of Tulsa county line	\$3,000,770	\$0	\$0	\$3,000,770
TMA	23185(10)	Bridge Water Proof Seal	Various	2013 division 8 silane projects (bridges to be determined later)	\$109,000	\$0	\$0	\$109,000
Tulsa	11476(04)	Bridge Rehabilitation	SH--51	Tulsa: Broken Arrow Expressway /SH-51 over Lewis avenue (both bridges) scoping by 11477(05) to maintain br eligibility	\$3,727,800	\$0	\$0	\$3,727,800
Tulsa	11768(28)	Metro Planning	PLAN	State FY 2014 (July 1,2013 - June 30, 2014) metro planning Tulsa urbanized area	\$850,000	\$0	\$212,500	\$1,062,500
Tulsa	20931(05)	Right Of Way	US-169	US-169: interchange at Broken Arrow Expressway right of way for 20931(04)	\$4,005,750	\$0	\$0	\$4,005,750
Tulsa	20931(06)	Utilities	US-169	US-169: interchange at Broken Arrow Expressway Utilities for 20931(04)	\$1,504,200	\$0	\$0	\$1,504,200
Tulsa	21899(05)	Right Of Way	I-44	I-44: bridge at 145th east Ave. Approx. 0.7 mile east of jct of I-44/I-244 (r/w for 2189904) IM earmark	\$4,539,850	\$0	\$0	\$4,539,850
Tulsa	21899(06)	Utilities	I-44	I-44: bridge at 145th east Ave. Approx. 0.7 mile east of jct of I-44/I-244 (ut for 2189904) IM earmark	\$2,200,710	\$0	\$0	\$2,200,710
Tulsa	23167(04)	Bridge & Approaches	SH-266	SH-266 over US-169 approx. 5.8 mile north of jct US-169/I-44.	\$3,815,000	\$0	\$0	\$3,815,000
Tulsa	23171(04)	Bridge & Approaches	I-244	I-244 over I-244 ramp w-n approx. 5.39 mile east of jct I-244/I-444.	\$1,863,900	\$0	\$0	\$1,863,900
Tulsa	24365(04)	Bridge & Approaches	SH--11	SH-11: over Hominy Creek approx. 7.4 miles south of the Washington c/l	\$2,725,000	\$0	\$0	\$2,725,000
Tulsa	24365(07)	Bridge & Approaches	SH--11	SH-11: over Flat Rock Creek, approx. 15.2 miles south of the Washington c/l	\$1,253,500	\$0	\$0	\$1,253,500
Tulsa	26303(08)	Pavement Rehabilitation	SH--51	SH-51: (Broken Arrow Exp.) From Peoria east to Lewis Ave.	\$7,380,390	\$0	\$0	\$7,380,390
Tulsa	TBD	Transit Capital	Transit	Preventative Maintenance	\$2,800,000	\$0	\$700,000	\$3,500,000
Tulsa	TBD	Transit Capital	Transit	Paratransit Expense	\$1,250,000	\$0	\$312,500	\$1,562,500
Tulsa	TBD	Transit Capital	Transit	Capital Cost of Contracting	\$600,000	\$0	\$150,000	\$750,000
Tulsa	TBD	Transit Capital	Transit	Capital Leases	\$30,000	\$0	\$7,500	\$37,500
Tulsa	TBD	Transit Capital	Transit	Audit Services	\$50,000	\$0	\$12,500	\$62,500
Tulsa	TBD	Transit Capital	Transit	Long Range Planning - System Level	\$200,000	\$0	\$50,000	\$250,000
Tulsa	TBD	Transit Capital	Transit	Long Range Planning - Project Level	\$210,000	\$0	\$52,500	\$262,500
Tulsa	TBD	Transit Capital	Transit	Short Range Planning	\$220,000	\$0	\$55,000	\$275,000
Tulsa	TBD	Transit Capital	Transit	Program Support Administration	\$300,000	\$0	\$75,000	\$375,000
Tulsa	TBD	Transit	Transit	Other Activities - MIS	\$174,000	\$0	\$43,500	\$217,500

County	Job #	Work Type	Facility	Description	Federal	State	Other	Fund Totals
		Capital						
Tulsa	TBD	Transit Capital	Transit	Other Activities - Staff Education and Training	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	CMAQ - Outreach Activities	\$200,000	\$0	\$50,000	\$250,000
Tulsa	TBD	Transit Capital	Transit	Computer Hardware	\$100,000	\$0	\$25,000	\$125,000
Tulsa	TBD	Transit Capital	Transit	Computer Software	\$100,000	\$0	\$25,000	\$125,000
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Office Equipment	\$12,000	\$0	\$3,000	\$15,000
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Shop Equipment	\$25,000	\$0	\$6,250	\$31,250
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Office Furniture	\$10,000	\$0	\$2,500	\$12,500
Tulsa	TBD	Transit Capital	Transit	Security and Emergency Response Plans	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	Passenger Amenities	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	Transit Coaches	\$500,000	\$0	\$220,000	\$720,000
Wagoner	20916(05)	Right Of Way	SH--72	SH-72 beg approx 2.15 mile north of Muskogee c/l & ext north 1.77 mile(rw for 20916(04)	\$687,089	\$0	\$0	\$687,089
Wagoner	20916(06)	Utilities	SH--72	SH-72 beg approx. 2.15 mile north of Muskogee c/l & ext. North 1.77 mile(ut for 20916(04)	\$497,708	\$0	\$0	\$497,708
Wagoner	27580(04)	Resurface	SH--72	SH-72: begin at Pecan Street in Coweta, extend north 0.4 miles	\$350,000	\$0	\$0	\$350,000

FFY 2014 Program Details

County	Job #	Work Type	Facility	Description	Federal	State	Other	Fund Totals
Osage	27168(05)	Right Of Way	SH-20	SH-20: intersection at SH-20 & Jayvine hill road right of way for 27168(04)	\$100,000	\$0	\$0	\$100,000
Osage	27168(06)	Utilities	SH-20	SH-20: intersection at SH-20 & Jayvine hill road utilities for 27168(04)	\$100,000	\$0	\$0	\$100,000
Rogers	09484(10)	Grade, Drain & Surface	SH-20	SH-20: from approx. 1 mi east of the Verdigris River east to Claremore	\$20,300,000	\$0	\$0	\$20,300,000
Rogers	20315(04)	Interchange	I-44	I-44: interchange at 163rd Street split funding required IM earmark	\$10,500,000	\$0	\$0	\$10,500,000
TMA	24348(04)	Bridge Painting	Various	Division 8: bridge paint and joint repair	\$500,000	\$0	\$0	\$500,000
Tulsa	10980(07)	Utilities	I-44	Tulsa: I-44 at Broken Arrow Expressway interchange Utilities for 10980(05)	\$2,019,000	\$0	\$0	\$2,019,000
Tulsa	10980(10)	Right Of Way	I-44	Tulsa: I-44 at Broken Arrow Expressway interchange right of way for 10980(05) state advance acquisition 10980(06) IM earmark	\$4,165,000	\$0	\$0	\$4,165,000
Tulsa	10981(06)	Right Of Way	I-44	Tulsa: I-44 at US-169 interchange right of way for 10981(05)	\$3,300,000	\$0	\$0	\$3,300,000
Tulsa	10981(07)	Utilities	I-44	Tulsa: I-44 at US-169 interchange utilities for 10981(05) IM earmark	\$2,018,000	\$0	\$0	\$2,018,000
Tulsa	11768(29)	Metro Planning	PLAN	State FY2015 (July 1, 2014 -June 30, 2015) metro planning Tulsa urbanized area	\$850,000	\$0	\$212,500	\$1,062,500
Tulsa	TBD	Transit Capital	Transit	Preventative Maintenance	\$2,800,000	\$0	\$700,000	\$3,500,000
Tulsa	TBD	Transit Capital	Transit	Paratransit Expense	\$1,250,000	\$0	\$312,500	\$1,562,500
Tulsa	TBD	Transit Capital	Transit	Capital Cost of Contracting	\$600,000	\$0	\$150,000	\$750,000
Tulsa	TBD	Transit Capital	Transit	Capital Leases	\$30,000	\$0	\$7,500	\$37,500
Tulsa	TBD	Transit Capital	Transit	Audit Services	\$50,000	\$0	\$12,500	\$62,500
Tulsa	TBD	Transit Capital	Transit	Long Range Planning - System Level	\$200,000	\$0	\$50,000	\$250,000
Tulsa	TBD	Transit Capital	Transit	Long Range Planning - Project Level	\$210,000	\$0	\$52,500	\$262,500
Tulsa	TBD	Transit Capital	Transit	Short Range Planning	\$220,000	\$0	\$55,000	\$275,000
Tulsa	TBD	Transit Capital	Transit	Program Support Administration	\$300,000	\$0	\$75,000	\$375,000
Tulsa	TBD	Transit Capital	Transit	Other Activities - MIS	\$174,000	\$0	\$43,500	\$217,500
Tulsa	TBD	Transit Capital	Transit	Other Activities - Staff Education and Training	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	CMAQ - Outreach Activities	\$200,000	\$0	\$50,000	\$250,000
Tulsa	TBD	Transit Capital	Transit	Computer Hardware	\$100,000	\$0	\$25,000	\$125,000
Tulsa	TBD	Transit Capital	Transit	Computer Software	\$100,000	\$0	\$25,000	\$125,000
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Office Equipment	\$12,000	\$0	\$3,000	\$15,000
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Shop Equipment	\$25,000	\$0	\$6,250	\$31,250
Tulsa	TBD	Transit Capital	Transit	Miscellaneous Office Furniture	\$10,000	\$0	\$2,500	\$12,500
Tulsa	TBD	Transit Capital	Transit	Security and Emergency Response Plans	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	Passenger Amenities	\$60,000	\$0	\$15,000	\$75,000
Tulsa	TBD	Transit Capital	Transit	Transit Coaches	\$500,000	\$0	\$220,000	\$720,000

FFY 2011-2014 Line Items

County	Job #	Work Type	Description	Year	Federal	State	Other	Fund Totals
Statewide	15609(18)	Transit Programs	FTA section 5311/5340, nonurbanized area formula grant program, FY 2010 apportionment	2011	\$13,015,000	\$0	\$0	\$13,015,000
Statewide	15611(18)	Transit Programs	FTA section 5310, transportation program for elderly& persons with disabilities, FY 2010 apportionment	2011	\$2,000,000	\$0	\$0	\$2,000,000
Statewide	15612(18)	Transit Programs	FTA section 5303, metropolitan planning program FY 2010 apportionment	2011	\$600,000	\$0	\$0	\$600,000
Statewide	17049(17)	Safety Improvement	FFY 2011 STIP: statewide rail crossing projects=protection devices, crossing surfaces, advance warning signs, striping, closures, etc	2011	\$8,000,000	\$0	\$0	\$8,000,000
Statewide	17050(17)	Bridge Improvements.	FFY 2011 STIP: statewide-small scale bridge improvement--painting minor repairs, seal coat/waterproofing, silane treatment, etc	2011	\$1,000,000	\$0	\$0	\$1,000,000
Statewide	17051(17)	Safety Improvement	FFY 2011 STIP: statewide small scale traffic safety: signing, intersection mod, lighting, interconnect systems, guardrail, delineation, etc	2011	\$12,000,000	\$0	\$0	\$12,000,000
Statewide	17663(17)	Enhancement	FFY 2011 STIP: statewide enhancement, bicycle & pedestrian paths, scenic or historic highway programs, landscaping, historic preservation, etc	2011	\$12,000,000	\$0	\$0	\$12,000,000
Statewide	18262(14)	Money Only	FFY 2011 STIP: statewide line item: recreational trails	2011	\$1,300,000	\$0	\$0	\$1,300,000
Statewide	18356(18)	Transit Programs	FTA section 5304, statewide planning program FY 2010 apportionment	2011	\$165,000	\$0	\$0	\$165,000
Statewide	18357(18)	Transit Programs	FTA section 5311 (b), rural transit assistance program FY 2010 apportionment	2011	\$200,000	\$0	\$0	\$200,000
Statewide	19720(12)	Right Of Way Clearance	FFY 2011 STIP: r/w clearance: removal & disposal of obstructions on public r/w prior to utility relocation or project startup	2011	\$1,000,000	\$0	\$0	\$1,000,000
Statewide	20780(11)	Resurface	FFY 2011 stip:3r/3p (roadway, in conjunction with FHWA, simple pavement preserve & restore (asphalt overlay, stripe, signing & guardrail	2011	\$25,000,000	\$0	\$0	\$25,000,000
Statewide	20781(11)	Joint Seal/Repair	FY 2011 STIP: 3b(bridge) in conjunction with FHWA- preventive maintenance including paint, joints, bearings & deck repair	2011	\$5,000,000	\$0	\$0	\$5,000,000
Statewide	20882(11)	Transit Programs	FTA section 5316 grant: Job Access & Reverse Commute program FY 2010 apportionment	2011	\$1,000,000	\$0	\$0	\$1,000,000
Statewide	21016(11)	Preliminary Engineering	FFY 2011 STIP: statewide preliminary engineering	2011	\$15,000,000	\$0	\$0	\$15,000,000
Statewide	21342(08)	Transit Programs	FTA section 5309 capital grant program FY 2010 apportionment	2011	\$4,000,000	\$0	\$0	\$4,000,000
Statewide	23328(08)	Transit Programs	FTA section 5316, new freedom program FY 2010 apportionment	2011	\$600,000	\$0	\$0	\$600,000
Statewide	23612(11)	Bridge & Approaches	Statewide county bridge program FFY 2011	2011	\$20,000,000	\$0	\$0	\$20,000,000

County	Job #	Work Type	Description	Year	Federal	State	Other	Fund Totals
Statewide	23613(11)	Grade, Drain & Surface	Statewide county road program FFY 2011	2011	\$6,000,000	\$0	\$0	\$6,000,000
Statewide	23614(11)	Grade, Drain & Surface	Statewide small city road & bridge program FFY 2011	2011	\$3,000,000	\$0	\$0	\$3,000,000
Statewide	25625(11)	Safety Improvement	FFY 2011: safe routes to school: design, development, & construction& educational programs statewide	2011	\$1,663,000	\$0	\$0	\$1,663,000
TMA	TBD	Congestion Mitigation and Air Quality	Projects for reducing congestion and emissions to be selected by INCOG	2011	\$650,000	\$0	\$162,500	\$812,500
Statewide	15609(19)	Transit Programs	FTA section 5311/5340, nonurbanized area formula grant program, FY 2011 apportionment	2012	\$14,000,000	\$0	\$0	\$14,000,000
Statewide	15611(19)	Transit Programs	FTA section 5310, transportation program for elderly& persons with disabilities, FY 2011 apportionment	2012	\$2,500,000	\$0	\$0	\$2,500,000
Statewide	15612(19)	Transit Programs	FTA section 5303, metropolitan planning program FY 2011 apportionment	2012	\$650,000	\$0	\$0	\$650,000
Statewide	17049(18)	Safety Improvement	FFY 2012 STIP: statewide rail crossing projects=protection devices, crossing surfaces, advance warning signs, striping, closures, etc	2012	\$8,000,000	\$0	\$0	\$8,000,000
Statewide	17050(18)	Bridge Improvements.	FFY 2012 STIP: statewide-small scale bridge improvement--painting minor repairs, seal coat/waterproofing, silane treatment, etc	2012	\$1,000,000	\$0	\$0	\$1,000,000
Statewide	17051(18)	Safety Improvement	FFY 2012 STIP: statewide small scale traffic safety: signing, intersection mod, lighting, interconnect systems, guardrail, delineation, etc	2012	\$12,000,000	\$0	\$0	\$12,000,000
Statewide	17663(18)	Enhancement	FFY 2012 STIP: statewide enhancement, bicycle & pedestrian paths, scenic or historic highway programs, landscaping, historic preservation, etc	2012	\$12,000,000	\$0	\$0	\$12,000,000
Statewide	18262(15)	Money Only	FFY 2012 STIP: statewide line item: recreational trails	2012	\$1,400,000	\$0	\$0	\$1,400,000
Statewide	18356(19)	Transit Programs	FTA section 5304, statewide planning program FY 2011 apportionment	2012	\$200,000	\$0	\$0	\$200,000
Statewide	18357(19)	Transit Programs	FTA section 5311 (b), rural transit assistance program FY 2011 apportionment	2012	\$250,000	\$0	\$0	\$250,000
Statewide	19720(13)	Right Of Way Clearance	FFY 2012 STIP: r/w clearance: removal & disposal of obstructions on public r/w prior to utility relocation or project startup	2012	\$1,000,000	\$0	\$0	\$1,000,000
Statewide	20780(12)	Resurface	FFY 2012 stip:3r/3p (roadway, in conjunction with FHWA, simple pavement preserve & restore (asphalt overlay, stripe, signing & guardrail	2012	\$35,000,000	\$0	\$0	\$35,000,000
Statewide	20781(12)	Joint Seal/Repair	FY 2012 STIP: 3b(bridge) in conjunction with FHWA- preventive maintenance including paint, joints, bearings & deck repair	2012	\$5,000,000	\$0	\$0	\$5,000,000
Statewide	20882(12)	Transit Programs	FTA section 5316 grant: Job Access & Reverse Commute program FY 2011 apportionment	2012	\$1,200,000	\$0	\$0	\$1,200,000
Statewide	21016(12)	Preliminary Engineering	FFY 2012 STIP: statewide preliminary engineering	2012	\$15,000,000	\$0	\$0	\$15,000,000

County	Job #	Work Type	Description	Year	Federal	State	Other	Fund Totals
Statewide	21342(09)	Transit Programs	FTA section 5309 capital grant program FY 2011 apportionment	2012	\$4,000,000	\$0	\$0	\$4,000,000
Statewide	23328(09)	Transit Programs	FTA section 5316, new freedom program FY 2011 apportionment	2012	\$700,000	\$0	\$0	\$700,000
Statewide	23612(12)	Bridge & Approaches	Statewide county bridge program FFY 2012	2012	\$20,000,000	\$0	\$0	\$20,000,000
Statewide	23613(12)	Grade, Drain & Surface	Statewide county road program FFY 2012	2012	\$6,000,000	\$0	\$0	\$6,000,000
Statewide	23614(12)	Grade, Drain & Surface	Statewide small city road & bridge program FFY 2012	2012	\$3,000,000	\$0	\$0	\$3,000,000
Statewide	25625(12)	Safety Improvement	FFY 2012: safe routes to school: design, development, & construction& educational programs statewide	2012	\$1,663,000	\$0	\$0	\$1,663,000
TMA	TBD	Congestion Mitigation and Air Quality	Projects for reducing congestion and emissions to be selected by INCOG	2012	\$650,000	\$0	\$162,500	\$812,500
Statewide	15609(20)	Transit Programs	FTA section 5311/5340, nonurbanized area formula grant program, FY 2012 apportionment	2013	\$15,500,000	\$0	\$0	\$15,500,000
Statewide	15611(20)	Transit Programs	FTA section 5310, transportation program for elderly& persons with disabilities, FY 2012 apportionment	2013	\$3,000,000	\$0	\$0	\$3,000,000
Statewide	15612(20)	Transit Programs	FTA section 5303, metropolitan planning program FY 2012 apportionment	2013	\$700,000	\$0	\$0	\$700,000
Statewide	17049(19)	Safety Improvement	FFY 2013 STIP: statewide rail crossing projects=protection devices, crossing surfaces, advance warning signs, striping, closures, etc	2013	\$8,000,000	\$0	\$0	\$8,000,000
Statewide	17050(19)	Bridge Improvements.	FFY 2013 STIP: statewide-small scale bridge improvement--painting minor repairs, seal coat/waterproofing, silane treatment, etc	2013	\$1,000,000	\$0	\$0	\$1,000,000
Statewide	17051(19)	Safety Improvement	FFY 2013 STIP: statewide small scale traffic safety: signing, intersection mod, lighting, interconnect systems, guardrail, delineation, etc	2013	\$12,000,000	\$0	\$0	\$12,000,000
Statewide	17663(19)	Enhancement	FFY 2013 STIP: statewide enhancement, bicycle & pedestrian paths, scenic or historic highway programs, landscaping, historic preservation, etc	2013	\$12,000,000	\$0	\$0	\$12,000,000
Statewide	18262(16)	Money Only	FFY 2013 STIP: statewide line item: recreational trails	2013	\$1,400,000	\$0	\$0	\$1,400,000
Statewide	18356(20)	Transit Programs	FTA section 5304, statewide planning program FY 2012 apportionment	2013	\$250,000	\$0	\$0	\$250,000
Statewide	18357(20)	Transit Programs	FTA section 5311 (b), rural transit assistance program FY 2012 apportionment	2013	\$300,000	\$0	\$0	\$300,000
Statewide	19720(14)	Right Of Way Clearance	FFY 2013 STIP: r/w clearance: removal & disposal of obstructions on public r/w prior to utility relocation or project startup	2013	\$1,000,000	\$0	\$0	\$1,000,000
Statewide	20780(13)	Resurface	FFY 2013 stip:3r/3p (roadway, in conjunction with FHWA, simple pavement preserve & restore (asphalt overlay, stripe, signing & guardrail	2013	\$35,000,000	\$0	\$0	\$35,000,000
Statewide	20781(13)	Joint Seal/Repair	FY 2013 STIP: 3b (bridge) in conjunction with FHWA-preventive main. including paint, joints, bearings & deck repair	2013	\$5,000,000	\$0	\$0	\$5,000,000

County	Job #	Work Type	Description	Year	Federal	State	Other	Fund Totals
Statewide	20882(13)	Transit Programs	FTA section 5316 grant: Job Access & Reverse Commute program FY 2012 apportionment	2013	\$1,400,000	\$0	\$0	\$1,400,000
Statewide	21016(13)	Preliminary Engineering	FFY 2013 STIP: statewide preliminary engineering	2013	\$15,000,000	\$0	\$0	\$15,000,000
Statewide	21342(10)	Transit Programs	FTA section 5309 capital grant program FY 2012 apportionment	2013	\$4,000,000	\$0	\$0	\$4,000,000
Statewide	23328(10)	Transit Programs	FTA section 5316, new freedom program FY 2012 apportionment	2013	\$800,000	\$0	\$0	\$800,000
Statewide	23612(13)	Bridge & Approaches	Statewide county bridge program FFY 2013	2013	\$20,000,000	\$0	\$0	\$20,000,000
Statewide	23613(13)	Grade, Drain & Surface	Statewide county road program FFY 2013	2013	\$6,000,000	\$0	\$0	\$6,000,000
Statewide	23614(13)	Grade, Drain & Surface	Statewide small city road & bridge program FFY 2013	2013	\$3,000,000	\$0	\$0	\$3,000,000
Statewide	25625(13)	Safety Improvement	FFY 2013: safe routes to school: design, development, & construction& educational programs statewide	2013	\$1,663,000	\$0	\$0	\$1,663,000
TMA	TBD	Congestion Mitigation and Air Quality	Projects for reducing congestion and emissions to be selected by INCOG	2013	\$650,000	\$0	\$162,500	\$812,500
Statewide	15609(21)	Transit Programs	FTA section 5311/5340, nonurbanized area formula grant program, FY 2013 apportionment	2014	\$16,000,000	\$0	\$0	\$16,000,000
Statewide	15611(21)	Transit Programs	FTA section 5310, transportation program for elderly& persons with disabilities, FY 2013 apportionment	2014	\$3,500,000	\$0	\$0	\$3,500,000
Statewide	15612(21)	Transit Programs	FTA section 5303, metropolitan planning program FY 2013 apportionment	2014	\$800,000	\$0	\$0	\$800,000
Statewide	17049(20)	Safety Improvement	FFY 2014 STIP: statewide rail crossing projects=protection devices, crossing surfaces, advance warning signs, striping, closures, etc	2014	\$8,000,000	\$0	\$0	\$8,000,000
Statewide	17050(20)	Bridge Improvements.	FFY 2014 STIP: statewide-small scale bridge improvement--painting minor repairs, seal coat/waterproofing, silane treatment, etc	2014	\$1,000,000	\$0	\$0	\$1,000,000
Statewide	17051(20)	Safety Improvement	FFY 2014 STIP: statewide small scale traffic safety: signing, intersection mod, lighting, interconnect systems, guardrail, delineation, etc	2014	\$12,000,000	\$0	\$0	\$12,000,000
Statewide	17663(20)	Enhancement	FFY 2014 STIP: statewide enhancement, bicycle & pedestrian paths, scenic or historic highway programs, landscaping, historic preservation, etc	2014	\$12,000,000	\$0	\$0	\$12,000,000
Statewide	18262(17)	Money Only	FFY 2014 STIP: statewide line item: recreational trails	2014	\$1,400,000	\$0	\$0	\$1,400,000
Statewide	18356(21)	Transit Programs	FTA section 5304, statewide planning program FY 2013 apportionment	2014	\$300,000	\$0	\$0	\$300,000
Statewide	18357(21)	Transit Programs	FTA section 5311 (b), rural transit assistance program FY 2013 apportionment	2014	\$350,000	\$0	\$0	\$350,000
Statewide	19720(15)	Right Of Way Clearance	FFY 2014 STIP: r/w clearance: removal & disposal of obstructions on public r/w prior to utility relocation or project startup	2014	\$1,000,000	\$0	\$0	\$1,000,000
Statewide	20780(14)	Resurface	FFY 2014 stip:3r/3p (roadway, in conjunction with FHWA, simple pavement preserve & restore (asphalt overlay, stripe, signing &	2014	\$35,000,000	\$0	\$0	\$35,000,000

County	Job #	Work Type	Description	Year	Federal	State	Other	Fund Totals
			guardrail					
Statewide	20781(14)	Joint Seal/Repair	FY 2014 STIP: 3b(bridge) in conjunction with FHWA-preventive maintenance including paint, joints, bearings & deck repair	2014	\$5,000,000	\$0	\$0	\$5,000,000
Statewide	20882(14)	Transit Programs	FTA section 5316 grant: Job Access & Reverse Commute program FY 2013 apportionment	2014	\$1,600,000	\$0	\$0	\$1,600,000
Statewide	21016(14)	Preliminary Engineering	FFY 2014 STIP: statewide preliminary engineering	2014	\$15,000,000	\$0	\$0	\$15,000,000
Statewide	21342(11)	Transit Programs	FTA section 5309 capital grant program FY 2013 apportionment	2014	\$4,000,000	\$0	\$0	\$4,000,000
Statewide	23328(11)	Transit Programs	FTA section 5316, new freedom program FY 2013 apportionment	2014	\$900,000	\$0	\$0	\$900,000
Statewide	23612(14)	Bridge & Approaches	Statewide county bridge program FFY 2014	2014	\$20,000,000	\$0	\$0	\$20,000,000
Statewide	23613(14)	Grade, Drain & Surface	Statewide county road program FFY 2014	2014	\$6,000,000	\$0	\$0	\$6,000,000
Statewide	23614(14)	Grade, Drain & Surface	Statewide small city road & bridge program FFY 2014	2014	\$3,000,000	\$0	\$0	\$3,000,000
Statewide	25625(14)	Safety Improvement	FFY 2014: safe routes to school: design, development, & construction& educational programs statewide	2014	\$1,663,000	\$0	\$0	\$1,663,000
TMA	TBD	CongestionMitigation & Air Quality	Projects for reducing congestion and emissions to be selected by INCOG	2014	\$650,000	\$0	\$162,500	\$812,500

FFY 2011 – 2014 TIP Annual Summary by Funding Program

2011 Program	Federal	State	Other	Totals
Bridge	\$103,000	\$0	\$0	\$103,000
CMAQ	\$650,000	\$0	\$162,500	\$812,500
Interstate Maintenance	\$63,392,548	\$0	\$0	\$63,392,548
Planning	\$850,000	\$0	\$212,500	\$1,062,500
Surface Transportation Program	\$7,515,910	\$0	\$0	\$7,515,910
Transit	\$6,961,000	\$0	\$1,835,250	\$8,796,250
Urbanized Surface Transportation Program	\$11,851,500	\$0	\$2,913,500	\$14,765,000
2011 Total	\$91,323,958	\$0	\$5,123,750	\$96,447,708

2012 Program	Federal	State	Other	Totals
Bridge	\$12,530,715	\$0	\$0	\$12,530,715
CMAQ	\$650,000	\$0	\$162,500	\$812,500
Interstate Maintenance	\$6,556,100	\$0	\$0	\$6,556,100
National Highway	\$14,807,204	\$0	\$0	\$14,807,204
Planning	\$850,000	\$0	\$212,500	\$1,062,500
Surface Transportation Program	\$530,000	\$0	\$0	\$530,000
Transit	\$6,961,000	\$0	\$1,835,250	\$8,796,250
Urbanized Surface Transportation Program	\$12,146,454	\$0	\$2,984,814	\$15,131,268
2012 Total	\$55,031,473	\$0	\$5,195,064	\$60,226,537

2013 Program	Federal	State	Other	Totals
Bridge	\$13,494,200	\$0	\$0	\$13,494,200
CMAQ	\$650,000	\$0	\$162,500	\$812,500
Interstate Maintenance	\$16,550,560	\$0	\$0	\$16,550,560
Maintenance	\$7,380,390	\$0	\$0	\$7,380,390
National Highway	\$5,509,950	\$0	\$0	\$5,509,950
Planning	\$850,000	\$0	\$212,500	\$1,062,500
Surface Transportation Program	\$5,763,997	\$0	\$0	\$5,763,997
Transit	\$6,961,000	\$0	\$1,835,250	\$8,796,250
Urbanized Surface Transportation Program	\$10,999,964	\$0	\$3,177,685	\$14,177,649
2013 Total	\$68,160,061	\$0	\$5,387,935	\$73,547,996

2014 Program	Federal	State	Other	Totals
Bridge	\$500,000	\$0	\$0	\$500,000
CMAQ	\$650,000	\$0	\$162,500	\$812,500
Interstate Maintenance	\$22,002,000	\$0	\$0	\$22,002,000
Planning	\$850,000	\$0	\$212,500	\$1,062,500
Surface Transportation Program	\$20,500,000	\$0	\$0	\$20,500,000
Transit	\$6,961,000	\$0	\$1,835,250	\$8,796,250
2014 Total	\$51,463,000	\$0	\$2,210,250	\$53,673,250
Grand Total	\$265,978,492	\$0	\$17,916,999	\$283,895,491

Project Selection Criteria

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

INCOG established a process for the prioritization of transportation projects to be funded with Urbanized Area Surface Transportation Program (STP) funds for inclusion into the TIP for the Tulsa Transportation Management Area. In December 2009, The Urbanized Area STP ranking criteria were revised to provide direct application for funding for all communities in the TMA. With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, projects will be evaluated in August 2010, for eligibility and to establish priorities. Candidate projects will be programmed into the TIP based on priorities and the availability of funds, and selected for construction in order of meeting all requirements and being ready to proceed.

Urbanized Area STP funds are spent within the Tulsa Transportation Management Area, but are not used on roads functionally classified pursuant to federal guidelines as local or rural minor collectors, except for bridges. The allocation of Urbanized Area STP funds to the Tulsa Urbanized Area is based on the 2000 Census population within the Census defined Tulsa Urbanized Area boundary. The Adjusted Tulsa Urbanized Area 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. Entities within the Adjusted Tulsa Urbanized Area are eligible to utilize the Urbanized Area STP funds. Projects located outside the defined Urbanized Area boundary may be considered, but must be sponsored by an eligible entity.

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

- A. Travel Time Improvements
- B. Safety Improvements
- C. System Maintenance and Management
- D. Project Preparation
- E. Livability
- F. Freight Movement and Intermodal Linkages
- G. Special Benefits

Projects were previously selected and funded through FFY 2013. INCOG anticipates that applications for projects will be solicited in the summer of 2010 for programming in 2014.

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 Budget Summary on page 3 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 2011 – 2014.
Bridge Program	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2011 – 2014.
National Highway System	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2011 – 2014.
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 2011 – 2014.
Transit Section 5307	MTTA Urbanized formula apportionment from the Federal Transit Administration.
Transit Section 5309	MTTA Urbanized formula apportionment from the Federal Transit Administration.
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. At each milestone event, upon the request of interested parties, notices were sent out with the lists of submitted projects from the various agencies. 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 August 6 through September 9, 2010 the public had opportunities to present their views and opinions regarding the TIP. In August 2010 the TPC approved the TIP. A direct mailing was sent out to the 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 September 9, 2010.

A total of 2,153 notices were sent to area citizens. Legal notices were advertised in area newspapers or periodicals. Public Service Announcements were sent to TV stations, newspapers or periodicals, and radio stations. Our web site had over 621 unique visitors and 1,277 unique pageviews from August 6 through September 9, 2010. Several inquiries were submitted regarding projects in the TIP, or the lack of particular projects, and staff responded to those questions.

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

Air Quality

The Tulsa Transportation Management Area is in conformity with air quality standards. Based on a 2002 emission inventory for ozone in the Metropolitan Statistical Area (MSA), On-Road Mobile sources accounted for 47% of Volatile Organic Compound emissions, 35% of Nitrogen Oxides emissions, and 67% of Carbon Monoxide emissions. The *Destination 2030* plan estimated emissions from mobile sources will decrease over time due to cleaner vehicles, cleaner fuel, and higher travel speeds. All projects listed in this TIP are consistent with the LRTP.

The Environmental Protection Agency (EPA) standards governing allowable emissions for metropolitan areas mandate that the maximum ozone emissions be measured on a running 8-hour average. Also, the emissions exceedence level must be below 0.075 parts-per-million (ppm). The level will be determined based on the fourth highest emissions level at any monitoring station in the metropolitan area over a three-year average. The TMA has 5 monitoring stations. The EPA implemented the 8-hour standard with the attainment

designations April 15, 2004. The TMA, along with the entire State of Oklahoma was designated attainment for the ozone air quality standard.

Also, INCOG entered into an 8-Hour Ozone Flex agreement with the EPA and the Oklahoma Department of Environmental Quality (DEQ). Under this agreement INCOG will voluntarily implemented measures to reduce ozone levels to meet the 8-hour standard should any monitor violate the standard.

Long Range Transportation Plan Compliance

The goals of the *Destination 2030* plan focus 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.

In the previous TIP progress continued toward implementing the LRTP, as well as other related accomplishments as noted below:

- Continued expansion of I-44 from the Arkansas River east
- Continuation of the Gilcrease Expressway construction from US-75 to the LL Tisdale Expressway and then southwest to I-44
- Construction of the US-75 and 111th Street South interchange in Jenks
- Expansion of US-169 from I-244 to Bird Creek
- Expansion of US-64 from the Creek Turnpike to 111th Street South.
- Several railroad crossing improvement throughout the region
- Numerous bridge maintenance projects throughout the region
- Purchase of new vans and buses for the Metropolitan Tulsa Transit Authority
- Continuation of multi-use trails construction.

Appendix A – Public Involvement Process

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

Transportation Improvement Program

The Transportation Improvement Program (TIP) describes all federally-funded transportation projects or programs that will be carried out over the next three years. These projects or programs must be derived from the LRTP, and therefore, the TIP is an implementation tool of the LRTP. The TIP is developed every two years and lists projects beginning with the subsequent odd-numbered year. INCOG develops the TIP for the Tulsa TMA in cooperation with the ODOT, the Metropolitan Tulsa Transit Authority (MTTA), and airports in the TMA. Because the TIP is a short-term program, it has relatively immediate impact on the transportation system in the region; therefore, an informed and involved public is essential in setting the priorities in the TIP.

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

1. **Specific Outreach** – INCOG will notify in writing individuals, organizations and associations, partner agencies, and local governments at the initiation of the TIP development. This notification will include a description and timeline of the development process, a general outline of the programs and types of projects affected, and detail the opportunities for input and review.
2. **Media Relations Activities** – Press releases, media advisories, and legal notices will be sent to the local media at the initiation, draft, and final approval stages of the TIP development. Articles will be written for inclusion in various organization publications.
3. **Public Meetings** – A total of at least two public meetings each of the TAC and TPC will be held to allow opportunities for public comment prior to the TIP advancing to the next stage of development.
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 *2025 Mobility Plan* and the Tulsa Metropolitan Area Major Street and Highway Plan, and should reflect progress toward implementation of the plans in light of the overall transportation goals of the metropolitan area. The projects in the TIP, which have a combination of federal, state, and local

funding sources, cover a wide range of transportation modes, including streets and highways, public transportation, bicycle and pedestrian facilities, and airport improvements.

Generally, the planned improvements include new construction; expansion of existing services and facilities; operation, maintenance and reconstruction of existing facilities; efficiency improvements to increase the effectiveness of existing transportation investments; and projects specifically identified for their ability to maintain the Tulsa area's "clean air" status. The availability of good surface transportation facilities and services has always been one of the major factors affecting air quality, commercial activity, and residential development in a changing metropolitan environment. In fact, the transportation system plays a central role in the lives of the residents of the region as we go about our daily business and activities. If the metropolitan area is to enjoy an enhanced quality of life and maintain a competitive position both regionally and nationally, a transportation improvement program is necessary to assure that the transportation system makes a positive contribution.

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

For questions regarding the TIP you may contact the Transportation Planning Division via email at incog@incog.org, by fax 583-1024, phone 584-7526, or mail to 201 W. 5th Street, Suite 600, Tulsa, OK 74103

Month by Month Plan of Action

• November

- Send out a letter to the PIP database informing of the upcoming TIP schedule
- Send out notice in local area newspapers of the upcoming TIP schedule
- Post the notice in libraries of the TIP schedule
- Send out a second notice to those whom had requested notice of each step in the TIP process – letter sent regarding December 6, 2001 meeting date of the TPC - review of locally selected Surface Transportation Program projects submitted projects
- TIP process and submitted project list posted on INCOG web site
- Article on TIP process published in the *Insight* November/December issue

• January

- Reminder of key dates in the TIP process published in the *Insight* January/February issue
- Publish Preliminary TIP list on INCOG web page

• March

- Transportation Advisory Committee regularly scheduled meeting to review the preliminary TIP list of projects
- Transportation Policy Committee regularly scheduled meeting to review the preliminary TIP list of projects

- Send out a press release to local area newspapers regarding the preliminary TIP project list for review and comment
- **April**
 - Send out a notice to the PIP database informing of the TIP now available for review and comment– list available for review on website or in our offices
 - Send out notices to local area newspapers regarding Final TIP listing of projects
 - Post notices in the libraries regarding the Final TIP list of projects

Appendix B – Project Selection Process

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

Transportation Policy Committee December 3, 2009

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 Tulsa Region's Long Range Transportation Plan (LRTP) in the following areas:

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

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

System Management and Integration – Technology systems for the management of, and communication between transportation-related systems. Sample projects include, but are not limited to:

- Highway courtesy patrols
- Congestion/Incident Management Systems
- Advanced Traveler Information Systems (ATIS)
- Intermodal transportation facilities and systems (including CVISN)
- Traffic management center capital and O&M costs
- Data storage and transmission
- Intelligent Transportation System (ITS) roadside hardware

Alternative Transportation – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage. Sample projects include, but are not limited to:

- Transit capital, research, safety improvements, and/or management systems costs
- Carpool/vanpool projects
- Sidewalk modifications and/or walkway projects
- Bicycle transportation projects
- Multimodal connections (park & ride lots)

Capacity Expansion -- Construction projects that add capacity to an existing street or interstate, or construction of new facilities. Sample projects include, but are not limited to:

- Adding lanes to existing streets or highways
- New Interchanges
- New Roads
- Bridge Replacement
- Bridge Widening and/or Lane Additions

****NOTE:** Funds may also be used for wetlands and natural habitat mitigation efforts, and environmental restoration and pollution abatement projects.

With the input of local officials through the Technical Advisory Committee (TAC), Transportation Policy Committee (TPC), and INCOG Board of Directors, proposed projects will be evaluated for eligibility and priority based on a 100-point grading system. Selected projects will be included in the Transportation Improvement Program (TIP) for the Tulsa Transportation Management Area (TMA).

Eligible Transportation Improvements

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

- 1) The proposed project must represent at least one of the following:
 - A) An implementation of actions from the Destination 2030 LRTP, <http://www.incog.org/Transportation/destination2030/final.htm>
 - B) A transportation system management (including congestion management) project, <http://www.incog.org/transportation/congestionandtraffic/2009CMPdraft.pdf>
 - C) Transportation control measures from the Air Quality State Implementation Plan,
 - D) A safety or transportation enhancement project, or
 - E) System preservation of a transportation facility (i.e., reconstruction, rehabilitation, resurfacing, restoration and operational improvements).
- 2) Projects must be located within the Tulsa Transportation Management Area (TMA) (Attachment C). http://www.incog.org/Transportation/maps/tma2006_general_map.pdf
- 3) Funds must be used for roads classified as Urban Collectors and Arterials or Rural Collectors (Major) and Arterials under the Federal Highway Administration Functional Classification System. (Bridges are exempt from this rule). <http://www.incog.org/Transportation/documents/FedClassMaps.htm>
- 4) The local project sponsor must be a local unit of government or instrumentality thereof (such as the Metropolitan Tulsa Transit Authority or INCOG), within the Tulsa Urbanized Area (Creek County, Osage County, Rogers County, Tulsa County, Wagoner County, City of Bixby, City of Broken Arrow, City of Catoosa, City of Coweta, City of Jenks, City of Sand Springs, City of Sapulpa, or City of Tulsa) or within the Tulsa Transportation Management Area (City of Claremore, City of Collinsville, City of Glenpool, City of Owasso, or the Town of Skiatook.)
- 5) The local project sponsor must provide to INCOG an STP Project Resolution (Attachment A), adopted by the governing body at a public meeting, which describes the project, including the type of improvement, project location, total project cost, and source(s) of matching funds. The sample resolution may be modified to reflect specific agreements between the project sponsor and ODOT or to meet local city charter requirements.
- 6) The local project sponsor must provide to INCOG a preliminary cost estimate adjusted for inflation using a rate of 4% per year over four years, and with a contingency of approximately 15%,(+ or – 5%). Cost estimates for construction projects must be submitted by a registered professional engineer, architect, or landscape architect as appropriate, licensed in the State of Oklahoma.

Funding Ratios

The United States Department of Transportation (USDOT) will divide Surface Transportation Program funds each year among the states based on their respective amounts of highway mileage, vehicles miles traveled, and fuel tax contributions. The Oklahoma Department of Transportation (ODOT) uses 37.75% of allocated funds for various projects throughout the state, with the remaining 62.25% being divided between the Oklahoma City and Tulsa Transportation Management Areas. INCOG's share is on average an estimated \$11 million per year. Based on the priorities established, projects representing the expected resources may be programmed in the TIP to be funded with Urbanized Area STP funds.

In order to accelerate completion of the expressway system and/or initiate rail-transit system planning within the Tulsa metropolitan area, up to 15 percent of the Urbanized Area STP funds may be set aside for corridor analysis, functional planning/engineering and environmental studies; up to 50 percent for right-of-way acquisition and utility relocation; and up to 65 percent for construction related to completion/upgrading of the Expressway System (*i.e.*, Gilcrease Expressway/Parkway and Osage/L.L. Tisdale Expressway). Furthermore, Urbanized Area STP funds may be committed to pay bonds and associated financing for projects completing the Expressway System.

If capital projects are submitted that are non-roadway and specifically intended to improve mobility and accessibility for the elderly, low-income households, and persons with disabilities, then up to 5% of the annual apportionment may be set aside provided the projects meet the eligibility requirements and conform to the goals and actions of the Coordinated Human Services – Public Transit Plan.

The balance of the Urbanized Area STP funds will be made available for construction/implementation of transportation projects, utilizing a process to prioritize and select projects to be awarded funding. For those projects selected for funding, all expenses associated with the development of engineering plans, right-of-way acquisition and utility relocation will generally be the responsibility of the local sponsor initiating such projects, per ODOT policy. Local sponsors will also be responsible for providing required matching funds.

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

All state and federal requirements in conjunction with the use of federal funds (*i.e.*, uniform relocation, Davis-Bacon, NEPA, etc.) must also be met. In general, it is expected that no single project or entity will be allocated more than 65% of the total STP Urbanized Area funds available per year. And furthermore, no other single project or entity will be allocated more than 50% of the remaining balance of STP Urbanized Area funds available per year. Final project scheduling by fiscal year for selected projects will be based on project phasing, project size and anticipated resources available.

Instructions for Project Submittals

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

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

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

H. Travel Time Improvements	Maximum 16 points
I. Safety Improvements	Maximum 20 points
J. System Maintenance and Management	Maximum 16 points
K. Project Preparation	Maximum 16 points
L. Livability	Maximum 10 points
M. Freight Movement and Intermodal Linkages	Maximum 12 points
N. Special Benefits	Maximum 10 points
	<hr/>
	Total 100 points

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

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

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

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

Project Monitoring

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

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

FFY 2011 Program

Tulsa	Gilcrease West Expressway Edison St. to Tisdale Parkway	Engineering, design, right-of-way, utility relocation, and construction of 2-lane parkway with shoulders and ultimate 4-lane access controlled expressway.	\$6,000,000	\$1,500,000
Sand Springs	SH-97(Wilson Ave.) from W. 2nd St. to Morrow Rd.	Conceptual plans, right-of-way, and phase 1 utility relocation for ultimate widening to 6-lanes including 5 intersections, signalization, and sidewalks.	\$1,600,000	\$400,000
Jenks	Main St. from Elm St. to Koa St.	Right-of-way and construction to widen to 4 to 5-lanes with sidewalks, drainage, and signage.	\$1,833,500	\$435,500
Jenks	Main St. from US-75 to Houston St.	Right-of-way and construction to widen to 4-lanes with sidewalks, drainage, and signage.	\$1,906,000	\$450,000
Jenks	Elwood Ave. and 111th St. Intersection	Engineering, design, and right-of-way for construction of intersection to 4 to 5-lane roadway with turn lanes, bridge replacements, sidewalks, drainage improvements and signage.	\$512,000	\$128,000

FFY 2012 Program

Tulsa	Gilcrease West Expressway	Engineering design, right-of-way acquisition, utility relocation, and construction from Edison Street to LL Tisdale Parkway	\$6,000,000	\$1,500,000
MTTA	Shelters and Sidewalks	Shelter and sidewalk improvements at various locations	\$30,000	\$10,000
MTTA	Vehicle Acquisition	Capital cost to acquire up to 25 public transit vehicles	\$577,323	\$144,331
Jenks	Elwood Ave/111th St. Intersection	Widening intersection to 4-5 lanes, with turn lanes, signalization, and other improvements	\$1,728,600	\$402,000
Rogers County	161st East Avenue/Pine Street Intersection	Construct roadway with shoulders and signalization of intersection	\$720,000	\$180,000

Jenks	Main Street	Right-of-way acquisition and widening of Main Street to 4-5 lanes from Koa St. to Elwood Ave.	\$1,712,600	\$404,000
Broken Arrow	23rd (193rd) Street	Widening 23rd to 3 lanes from Kenosha (71st) to Houston (81st) and replacement of the bridge over SH-51	\$1,377,931	\$344,483

FFY 2013 Program

Tulsa	Gilcrease West Expressway	Engineering design, right-of-way acquisition, utility relocation, and construction from Edison Street to LL Tisdale Parkway	\$6,000,000	\$1,500,000
Sapulpa	Main Street Signal Improvements and Coordination	Implementation of coordinated signal system at five intersections, including various signal upgrades, signal installation at Bryan Street and replacement of signal at Main and Taft.	\$530,000	\$50,000
Jenks	Main & Koa St. Signalization	Engineering, design, and construction of signals including video detection and controls.	\$238,600	\$4,000
Broken Arrow	23rd Street from Kenosha to Houston	Widening of 23rd Street (193rd E. Ave) to 5-lanes and replacement of bridge to 4-lanes over SH-51.	\$2,499,982	\$624,996
Catoosa	161st East Avenue I-44 to Pine	Reconstruction to 4-lanes, curb and gutter, storm sewer, intersection improvement at Pine including dedicated left turn lanes, concrete pavement and large turning radii.	\$1,731,382	\$998,689

Appendix C – TIP Development Process

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

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

TIP DEVELOPMENT PROCEDURES AND DEADLINES

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

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

STIP DEVELOPMENT PROCEDURES

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

STIP AND TIP AMENDMENT PROCEDURES

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

(1)	<p>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.</p> <p>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.</p>
(2)	<p>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.</p> <p>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.</p>
(3)	<p>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).</p>

DEFINITIONS

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

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

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

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

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

APPROVAL OF PROCEDURES FOR THE STIP AND TIP

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

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

DATE SIGNED

AGENCY APPROVAL

4-22-10


Gary Ridley, Director
Oklahoma Department of Transportation

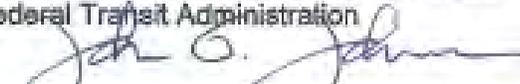
4-6-10


Gary Cohen, Division Administrator
Federal Highway Administration

4-13-10


for Robert C. Patrick, Regional Administrator
Federal Transit Administration

7-22-09


John G. Johnson, Executive Director
Association of Central Oklahoma Governments

7-29-09


Rich Brierre, Executive Director
Indian Nations Council of Governments

8-13-09


Pat Henry, Chairman
Lawton Metropolitan Planning Organization

7-15-09


Ken O'Donnell, Director
Bi-State Metropolitan Planning Organization

Glossary of Terms and Acronyms

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