
FFY 2020 – 2023

Transportation Improvement Program

For the Tulsa Transportation Management Area



Endorsed by the INCOG Board of Directors August 13, 2019

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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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Web Page: www.incog.org/Transportation

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Resolution

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

A RESOLUTION TO ADOPT THE *FFY 2020 – 2023 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 2020 to FFY 2023, 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 2020 – 2023 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2020 – 2023 Transportation Improvement Program* for the Tulsa Transportation Management Area.



Indian Nations Council of Governments

10/10/2019

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) 2020 – 2023 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).

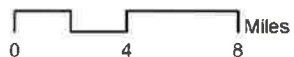
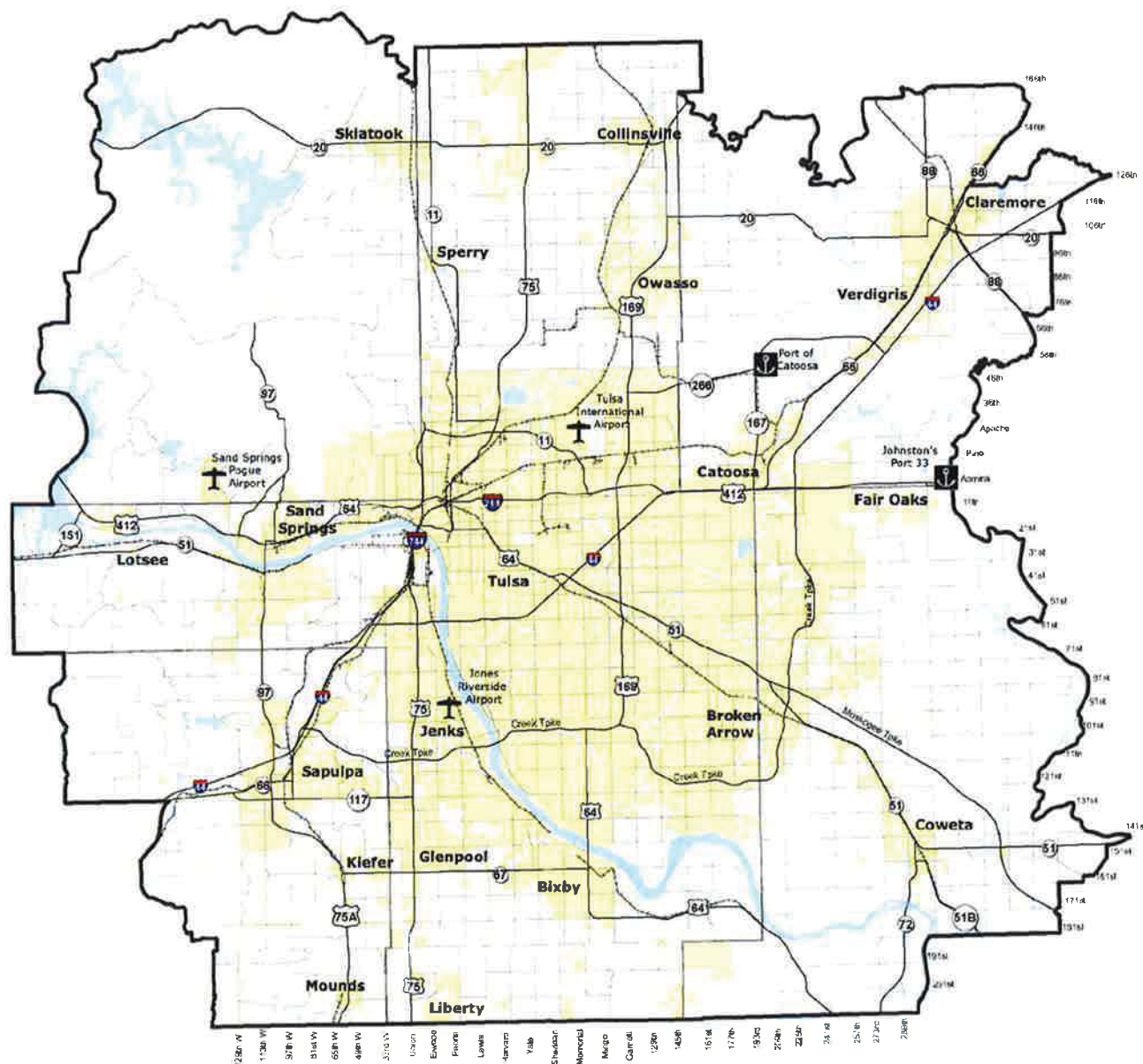
The TIP serves as a short-range implementation program, identifying projects to be initiated during the upcoming four-year period. Additionally, the TIP is used as a program management tool, to gauge progress toward implementing transportation plans for the region. Specifically, improvements contained 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.



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



Location Map



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION WORK PROGRAM
FFY 2020-2023**

**CREEK COUNTY
OSAGE COUNTY
ROGERS COUNTY
TULSA COUNTY
WAGONER COUNTY**

Federal Fiscal Year 2020 (FFY2020)

County	JP No.	Type	Highway	Length	Description	Cost
CREEK	24131(05)	RIGHT OF WAY	SH016	4.5mi	SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES (UT FOR 2413104)	\$ 1,007,925.00
CREEK	24131(06)	UTILITIES	SH016	4.5mi	SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES (UT FOR 2413104)	\$ 336,000.00
CREEK	24425(05)	RIGHT OF WAY	US075A	5.5mi	US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 5.5 MILES, TO KIEFER (RW FOR 24425(04))	\$ 548,995.00
CREEK	24425(06)	UTILITIES	US075A	5.5mi	US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 5.5 MILES, TO KIEFER (UT FOR 24425(04))	\$ 316,645.00
CREEK	29682(05)	RIGHT OF WAY	SH016	0.1mi	SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48RW FOR 29682(04)	\$ 115,540.25
CREEK	29682(06)	UTILITIES	SH016	0.1mi	SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48UT FOR 29682(04)	\$ 115,540.26
CREEK	29684(04)	BRIDGE & APPROACHES	SH016	0.1mi	SH-16 OVER WEST SPRING CREEK, 6.4 MILES SOUTH OF THE JCT. SH-33	\$ 442,867.01
OSAGE	24262(04)	BRIDGE & APPROACHES	SH018	0.5mi	SH-18: OVER SALT CREEK, 2.0 MILES NORTH OF THE PAWNEE C/L	\$ 4,551,454.64
OSAGE	24752(04)	BRIDGE & APPROACHES	SH020	0.13mi	SH-20 OVER GRAY HORSE CR APPROX. 1.6 MILE EAST OF SH-18	\$ 3,690,603.30
OSAGE	24752(05)	BRIDGE & APPROACHES	SH020	0.25mi	SH-20: SYCAMORE CREEK , 7.9 MILE EAST OF SH-18	\$ 2,185,452.97
OSAGE	27084(04)	BRIDGE & APPROACHES	SH020	0.3mi	SH-20: BUG CREEK, 11.5 MI EAST OF JCT. SH18	\$ 6,811,233.44
OSAGE	28262(05)	BRIDGE & APPROACHES	SH011	0.02mi	SH-11: OVER RED EAGLE BRANCH CREEK, 9.2 MILES EAST OF JCT. SH-99(PHASE II)	\$ 640,000.03
OSAGE	28860(04)	BRIDGE & APPROACHES	SH099	0.5mi	SH 99 OVER BIRCH CREEK, 2.7 MI NORTH OF JCT SH 10	\$ 1,218,752.58
OSAGE	29587(04)	BRIDGE & APPROACHES	US060	0.1mi	US-60 OVER SALT CREEK, 1.2 MI WEST OF THE JCT OF SH-18	\$ 2,402,392.60
ROGERS	27031(04)	GRADE, DRAINING, BRIDGE & SURFACE	SH020	3.9mi	SH-20: FROM 4 MILES EAST OF TULSA COUNTY LINE EAST TO .65 MILE EAST OF VERDIGRIS RIVER	\$ 47,800,961.00
ROGERS	31093(05)	RIGHT OF WAY	US412	2.0mi	US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT RW FOR 3109304	\$ 54,500.00
ROGERS	31093(06)	UTILITIES	US412	2.0mi	US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT UT FOR 3109304	\$ 54,500.00
TULSA	10981(06)	RIGHT OF WAY	IS044	0.3mi	TULSA: I-44 AT US 169 INTERCHANGE(SELECTED MOVEMENTS)(RW FOR 10981(05)) (IM EARMARK)	\$ 3,316,298.51
TULSA	10981(07)	UTILITIES	IS044	0.3mi	TULSA: I-44 AT US 169 INTERCHANGE(SELECTED MOVEMENTS)(UT FOR 10981(05))	\$ 1,955,226.61
TULSA	26505(04)	GRADE, DRAINING, & SURFACE	SH051	0.22mi	SH-97: FROM 500' SOUTH OF MORROW DRIVE NORTH IN SAND SPRINGS	\$ 7,627,883.49
TULSA	27073(04)	BRIDGE & APPROACHES	US169	0.25mi	US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44	\$ 10,506,000.00
TULSA	29693(04)	BRIDGE & APPROACHES	IS044	0.1mi	I-44 OVER 33RD WEST AVE EAST AND WESTBOUND, 0.6 MILES EAST OF SH-66 (IN EARMARK)	\$ 12,039,285.81
TULSA	30318(10)	BRIDGE PAINTING		0.0mi	DIVISION 8 BRIDGE PAINT (VARIOUS LOCATIONS)	\$ 1,000,000.74
TULSA	31083(04)	BRIDGE REHABILITATION	IS444	0.2mi	3RD ST REHAB BRIDGE OVER I 444 LOCATED .9 MI N OF SH 51	\$ 2,999,999.63
TULSA	31094(05)	RIGHT OF WAY	SH051	0.5mi	SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAILLOCATED .6 MILES EAST OF CREEK CL RW FOR 3109404	\$ 54,500.00
TULSA	31094(06)	UTILITIES	SH051	0.5mi	SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAILLOCATED .6 MILES EAST OF CREEK CL UT FOR 3109404	\$ 54,500.00
TULSA	31095(05)	RIGHT OF WAY	SH011	1.0mi	SH-11 @ 86TH ST NORTH: 5.6 MI N OF GILCREASE INTERSECTION MOD RW FOR 3109504	\$ 54,500.00
TULSA	31095(06)	UTILITIES	SH011	1.0mi	SH-11 @ 86TH ST NORTH: 5.6 MI N OF GILCREASE INTERSECTION MOD UT FOR 3109504	\$ 54,500.00
TULSA	31943(08)	BRIDGE WATER PROOF SEAL		0.0mi	DIVISION 8 SILANE PROJECTS - MULTIPLE LOCATIONS	\$ 1,000,000.74
TULSA	31944(08)	JOINT SEAL/REPAIR		0.0mi	JOINT SEAL/REPAIR	\$ 1,000,000.74
WAGONER	31209(05)	RIGHT OF WAY	US069	0.81mi	US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT	\$ 125,000.00
WAGONER	31209(06)	UTILITIES	US069	0.81mi	US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT.UT FOR 31209(04)	\$ 50,000.00

Federal Fiscal Year 2021 (FFY2021)

County	JP No.	Type	Highway	Length	Description	Cost
OSAGE	24268(04)	WIDEN & RESURFACE	SH020	5.0mi	SH-20 FROM SH-99 IN HOMINY, EAST 5.0 MI	\$ 8,226,415.09
ROGERS	20899(10)	RIGHT OF WAY	SH066	0.16mi	SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44(RW FOR 20899(09))	\$ 190,800.00
ROGERS	20899(11)	UTILITIES	SH066	0.16mi	SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44(UT FOR 20899(09))	\$ 100,011.00
ROGERS	26242(04)	GRADE, DRAINING, BRIDGE & SURFACE	SH020	1.4mi	SH-20: REALIGNMENT FROM SOUTHAVEN RD, EXTEND EAST APPROX. 1.4 MILES TO KING RD. TIED TO 26242(07)	\$ 17,119,784.40
ROGERS	26242(07)	GRADE, DRAINING, BRIDGE & SURFACE	SH020	2.8mi	SH-20: REALIGNMENT FROM .65 MILES EAST OF THE VERDIGRIS RIVER, SE APPROX. 2.8 MILES TO SOUTHAVEN RD. TIED TO 26242(04)	\$ 16,399,790.00
TULSA	20931(05)	RIGHT OF WAY	US169	0.5mi	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY (SELECTED MOVEMENTS)(RW FOR 20931(04))	\$ 3,923,160.81
TULSA	20931(06)	UTILITIES	US169	0.5mi	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY (SELECTED MOVEMENTS)(UT FOR 20931(04))	\$ 1,690,119.09
TULSA	26301(06)	PAVEMENT REHABILITATION	IS244	2.1mi	I-244: FROM US-75 SOUTH JCT. EXTEND NORTH 2.1 MI. TO ARKANSAS RIVER AND REHAB BRIDGE OVER 31ST. STREET TIED TO 26301(05)	\$ 21,800,000.00
TULSA	28896(05)	RIGHT OF WAY	US064	2.0mi	US 64 FR SOUTH 161 STREET IN BIXBY SOUTH & EAST TO MINGO RD(RW FOR 2889604)	\$ 3,198,473.38
TULSA	28896(06)	UTILITIES	US064	2.0mi	US 64 FR SOUTH 161 STREET IN BIXBY SOUTH & EAST TO MINGO RD(UT FOR 2889604)	\$ 1,884,990.48
TULSA	31098(05)	RIGHT OF WAY	SH020	0.04mi	SH-20 INTERSECTION MODIFICATION WITH TRAFFIC SIGNALS AT 145TH RIGHT OF WAY FOR 3109804	\$ 545,000.00
TULSA	31098(06)	UTILITIES	SH020	0.04mi	SH-20 INTERSECTION MODIFICATION WITH TRAFFIC SIGNALS AT 145TH UTILITIES FOR 3109804	\$ 545,000.00
TULSA	33343(04)	INTERCHANGE	US064	0.07mi	US-64 (MEMORIAL DR.) & US-169 INTERCHANGE IMPROVEMENT	\$ 2,469,974.90
TULSA	33788(04)	INTERCHANGE	IS044	1.0mi	I-44/US-75 INTERCHANGE RECONSTRUCTION FROM UNION AVE TO THE ARKANSAS RIVER(WP 1)	\$ 80,000,002.00
WAGONER	20916(04)	GRADE, DRAIN, & SURFACE	SH072	1.77mi	SH-72: FR 2.15 MILES NORTH OF MUSKOGEE C/L, EXT. NORTH 1.77 MILES	\$ 5,161,000.01
WAGONER	21951(04)	BRIDGE PAINTING	US069	0.2mi	US-69: OVER THE VERDIGRIS RIVER/NAVIGATION CHANNEL, 4.9 MI. N. OF THE MUSKOGEE C/L	\$ 2,982,299.99
WAGONER	32817(04)	MONEY ONLY	SH051	0.02mi	SH-51: SH-51 @ ONETA RD. (INCOG)	\$ 350,000.00

Federal Fiscal Year 2022 (FFY2022)						
County	JP No.	Type	Highway	Length	Description	Cost
CREEK	27992(04)	PAVEMENT REHABILITATION	SH051	2.5mi	SH-51: FROM CREEK COUNTY LINE, EAST 2.5 MILESTIED TO 27978(04) (05)(06)	\$ 3,180,000.88
CREEK	33826(04)	SAFETY IMPROVEMENT	SH097	3.23mi	SH-97: FROM 91ST STREET TO 51ST STREET (SAFETY IMPROVEMENTS)	\$ 3,501,080.00
OSAGE	20288(04)	GRADE, DRAIN, & BRIDGE	SH011	2.00mi	SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES	\$ 7,549,308.39
OSAGE	24233(04)	GRADE, DRAIN, & SURFACE	US060	4.96mi	US-60: BEGIN JCT. US-60/SH-35 & EXTEND EAST 4.96 MILES	\$ 21,800,000.00
OSAGE	29686(04)	BRIDGE & APPROACHES	SH099	0.1mi	SH-99 OVER PENN CREEK, 0.3 MILES NORTH OF THE JCT. SH-20	\$ 2,499,836.52
OSAGE	31075(04)	BRIDGE & APPROACHES	SH018	0.2mi	SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL	\$ 4,759,687.74
ROGERS	30353(04)	BRIDGE REHABILITATION	US412	0.87mi	US-412: VERDIGRIS RIVER WESTBOUND, 7.5 MILES EAST OF I-44	\$ 15,260,000.00
ROGERS	31093(04)	INTERSECT MODIF	US412	2.0mi	US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT	\$ 272,500.00
ROGERS	32694(05)	RIGHT OF WAY	US412	6.44mi	I-44/US-412 FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES RW FOR 32694(05)	\$ 54,500.00
ROGERS	32694(06)	UTILITIES	US412	6.44mi	I-44/US-412 FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES UT FOR 32694(04)	\$ 54,500.00
TULSA	26301(05)	PAVEMENT REHABILITATION	IS244	2.0mi	I-244: FROM I-44 NORTH 2 MI. TO US-75 AND REHAB BRIDGES OVER 48TH STTIED TO 26301(06)	\$ 21,800,000.00
TULSA	26303(08)	PAVEMENT REHABILITATION	SH051	1.0mi	SH-51: (BROKEN ARROW EXP.) FROM PEORIA EAST TO LEWIS AVE.	\$ 10,000,000.08
TULSA	28899(04)	PAVEMENT REHABILITATION	IS444	1.15mi	I-444 FROM SH 51 INTERCHANGE NORTH TO INDEPENDENCE(EAST LEG OF IDL)	\$ 18,781,120.58
TULSA	30374(04)	BRIDGE & APPROACHES	US075	0.2mi	US-75 OVER 81ST STREET SOUTH, NORTHBOUND AND SOUTHBOUND, 7 MILES NORTH OF JCT. US-75/SH-67	\$ 10,929,282.85
TULSA	31094(04)	INTERSECT MODIF	SH051	0.5mi	SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAILLOCATED .6 MILES EAST OF CREEK CL	\$ 272,500.00
WAGONER	29665(04)	INTERSECT MODIF	US069	0.3mi	US-69/US-51: INTERSECTION IMPROVEMENT IN WAGONER	\$ 545,000.00
WAGONER	32818(05)	RIGHT OF WAY	SH051B	0.04mi	SH-51B/SH-104 INTERSECTION	\$ 109,000.00
WAGONER	32818(06)	UTILITIES	SH051B	0.04mi	SH-51B/SH-104 INTERSECTION	\$ 109,000.00

Federal Fiscal Year 2023 (FFY2023)

County	JP No.	Type	Highway	Length	Description	Cost
CREEK	24425(04)	WIDEN, RESURFACE, & BRIDGE	US075A	5.5mi	US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX 5.5 MILES, TO KIEFER	\$ 7,500,000.00
CREEK	31089(04)	PAVEMENT REHABILITATION	SH048	5.35mi	SH 48 BEGIN 5.56 MILES NORTH OF SH 66 EAST JCT AND EXT NORTH 5.35 MI	\$ 5,000,000.00
OSAGE	24265(04)	WIDEN & RESURFACE	SH011	3.75mi	SH-11: FROM 2.0 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES	\$ 5,488,800.00
OSAGE	24266(04)	WIDEN & RESURFACE	SH011	4.96mi	SH-11 FROM 9.0 MI S.E. OF BARNSDALL EXTEND S.E. 4.96 MILE TO THEWASHINGTON C/L	\$ 6,805,700.00
OSAGE	24267(04)	WIDEN, RESURFACE, & BRIDGE	SH020	2.4mi	SH-20: FROM 4.06 MLES WEST OF THE TULSA C/L, EAST 2.4 MILES	\$ 6,000,000.00
OSAGE	27040(05)	RIGHT OF WAY	SH018	3.2mi	SH18: FROM 5.68 MILES NORTH OF PAWNEE C/L, NORTH APPROX. 3.2 MILESROW FOR 27040(04)	\$ 2,056,604.00
OSAGE	27040(06)	UTILITIES	SH018	3.2mi	SH18: FROM 5.68 MILES NORTH OF PAWNEE C/L, NORTH APPROX. 3.2 MILESUT FOR 27040(04)	\$ 1,028,302.00
ROGERS	20899(09)	BRIDGE & APPROACHES	SH066	0.16mi	SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44	\$ 6,000,000.00
ROGERS	30323(04)	GRADE, DRAIN, & BRIDGE	SH266	2.55mi	SH-266 FR: .45 MILES EAST OF TULSA C/L EAST TO JCT SH- 266/SH-167ROADWAY FILL ONLY	\$ 3,710,000.00
TULSA	10981(05)	INTERCHANGE	IS044	0.3mi	TULSA: I-44 AT US-169 INTERCHANGE(OPERATIONAL IMPROVEMENTS)	\$ 8,000,000.00
TULSA	30368(04)	BRIDGE REHABILITATION	US064	0.1mi	US-64 OVER 25TH WEST AVE NORTH AND SOUTHBOUND, 13.8 MILES SE OF OSAGE CO	\$ 6,889,600.00
TULSA	31077(04)	BRIDGE REHABILITATION	IS244	0.2mi	1ST ST TO I 244 NB REHAB BRIDGE OVER I 244 AND RR LOCATED 5.2 MI N I 44	\$ 590,000.00
TULSA	31078(04)	BRIDGE REHABILITATION	IS244	0.2mi	UTICA & LEWIS AVE REHAB BRIDGES OVER I 244 LOCATED .65 & 1.2 MI E JCT I 44431078	\$ 5,000,000.00
TULSA	31079(04)	BRIDGE & APPROACHES	SH011	0.2mi	SH-11 OVER BIRD CREEK, LOCATED 2 MI S WASHINGTON CO US 64 REHAB BRIDGES OVER MAIN ST, 49TH W AVE, & 33RD W AVE LOCATED.3 MI E JCT SH 97, 12.3 & 13.3 MI S-E OSAGE CO	\$ 2,048,800.00
TULSA	31080(04)	BRIDGE REHABILITATION	US064	0.2mi	BRIDGE REHAB: DENVER AVENUE OVER I-444 LOCATED 0.7 MI E OF I-244	\$ 4,930,000.00
TULSA	31082(04)	BRIDGE REHABILITATION	IS444	0.2mi	US 75 REHAB BRIDGE OVER BIRD CREEK O'FLOW LOCATED .4 MI N OF 56 S	\$ 2,600,000.00
TULSA	31084(04)	BRIDGE REHABILITATION	US075	0.2mi	US 75 REHAB BRIDGE OVER BIRD CREEK O'FLOW LOCATED .4 MI N OF 56 S	\$ 2,820,000.00
TULSA	31095(04)	INTERSECT MODIF	SH011	1.0mi	SH-11 @ 86TH ST NORTH: 5.6 MI N OF GILCREASE INTERSECTION MO	\$ 1,260,000.00
WAGONER	29746(05)	RIGHT OF WAY	SH051	0.95mi	SH-51:FROM 6.8 MILES EAST OF SH-51/US-69 JCT. IN WAGONER, EAST 0.95 MILESROW FOR 29746(04)	\$ 850,000.00
WAGONER	29746(06)	UTILITIES	SH051	0.95mi	SH-51:FROM 6.8 MILES EAST OF SH-51/US-69 JCT. IN WAGONER, EAST 0.95 M US FOR 29746(04)	\$ 348,000.00
WAGONER	31209(04)	BRIDGE & APPROACHES	US069	0.81mi	US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT	\$ 5,700,000.00
WAGONER	32104(04)	RESURFACE	US069	2.5mi	US-69: FROM MUSKOGEE/WAGONER C/L NORTH 2.5 MILES	\$ 4,000,000.00
WAGONER	32819(05)	RIGHT OF WAY	SH051	4.3mi	SH-51: FROM SH-51/SH-16, EAST 4.3 MI.	\$ 200,000.00
WAGONER	32819(06)	UTILITIES	SH051	4.3mi	SH-51: FROM SH-51/SH-16, EAST 4.3 MI.	\$ 175,000.00

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)

SURFACE TRANSPORTATION PROGRAM – URBANIZED AREA (STP-UZA)

- LIST OF APPROVED PROJECTS PRIOR TO FEDERAL FISCAL YEAR 2020
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2020
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2021
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2022
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2023*

*FFY 2023 PROJECTS ARE YET TO BE DETERMINED/SELECTED

Projects Approved for Prior Federal Fiscal Years (Prior to FFY2020)

City/County	Project	Description	Federal \$	Local \$	Total \$
Tulsa	Gilcrease West Expressway (Some funds have been expended prior to delegating the project to the Oklahoma Turnpike Authority)	Engineering design, right-of-way acquisition, utility relocation, and construction	\$54,000,000	\$22,500,000	\$76,500,000
Tulsa / INCOG / ODOT	Gilcrease Expressway Turnpike Project	GARVEE Project has been approved by INCOG Board with future Surface Transportation Program funding to connect Edison/US-412 with I-44	\$71,100,000	Oklahoma Turnpike Authority	Federal: 71,100,000
Tulsa / INCOG / OTA	Gilcrease Expressway Turnpike Project	TIFIA (Transportation Infrastructure Finance and Innovation Act) Finance toward constructing Gilcrease Expressway Turnpike by the Oklahoma Turnpike Authority combined with the GARVEE funding listed above.	\$108,600,000	Oklahoma Turnpike Authority	Federal: 108,600,000
Sand Springs J/P 26505(04)	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	\$2,000,000
Jenks 25212(04)	J/P 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	\$640,000
Jenks 25212(04)	J/P Elwood Ave/111th St. Intersection	Widening intersection to 4-5 lanes, with turn lanes, signalization, and other improvements	\$1,728,600	\$402,000	\$2,130,600
Catoosa J/P 29324(04)	161st East Avenue/Pine Street Intersection	Construct roadway with shoulders and signalization of intersection	\$720,000	\$180,000	\$900,000
Broken Arrow J/P 26308 (04)	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	\$1,722,414
Broken Arrow J/P 26308 (04)	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	\$3,124,978
Broken Arrow J/P 26308 (04)	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	\$3,124,978
Catoosa 29324(04)	J/P 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	\$2,730,071
Sapupla 29328(04)	J/P Taft & Hickory Intersection	Traffic Signal Upgrade: Replacing loop detectors with video detection	\$107,000	\$10,000	\$117,000
Sapulpa 29329(04)	J/P Dewey & Mission Intersection	Traffic Signal Replacement: Replacing loop detectors with video detection	\$192,000	\$15,000	\$207,000
Catoosa 33314(04)	J/P Pine Street from SH-167 to SH-66	Widen and overlay to 3 lanes, drainage, sidewalks and traffic signals	\$1,808,040	\$341,469	\$2,149,509
Owasso 29326(04)	J/P E 76th Street North from US-169 to N 129th E Ave	Widening of E. 76th Street North from 2-lanes to 5-lanes	\$3,472,000	\$868,000	\$4,340,000
Sand Springs J/P 29307(04)	S 113th West Ave	Widening, resurface, add turnlanes, sidewalks, signage improvements on South 113th West Ave.	\$1,718,685	\$706,895	\$2,425,580
Broken Arrow J/P 26308 (04)	23rd Street from Kenosha to Houston	Widening of 23rd Street to 5 Lanes with sidewalk and multi-use trail	\$220,788	\$73,597	\$294,385

Projects Approved for Prior Federal Fiscal Years (Prior to FFY2020)

City/County	Project	Description	Federal \$	Local \$	Total \$
Bixby 33315(04)	J/P Memorial Drive	Corridor Traffic and Signalization Study	\$ 68,850	\$ 21,250	\$90,100
Sand Springs 30731(04)	J/P S 113th W Ave	Phase 2 Widening Project, Intersection Improvement at E 34th Street	\$ 795,502	\$ 934,078	\$1,729,580
Jenks J/P 30160(04)	Elwood Ave (Main to 111th)	Engineering design, right-of-way acquisition, utility relocation, and construction between Main St/Elwood to 111th/Elwood intersections	\$ 1,441,030	\$ 360,258	\$1,801,288
Broken Arrow 30917(04)	J/P 23rd Street(193rd E Ave)	Right of Way, Utility relocation, widening of 23rd Street from Houston (81st St) to New Orleans Street (101st Street) from 2 lanes to 5 lanes, with multipurpose asphalt trail and concrete sidewalk.	\$ 2,730,000	\$ 910,000	\$3,640,000
Owasso J/P 30742(04)	Garnett Road (96th St to 106th St)	Widen N. Garnett Road from a 2 lane roadway to 4 lane road, including a center left turn lane/landscaped median with sidewalks and dedicated on-street bike lanes.	\$ 3,250,000	\$ 3,712,000	\$6,962,000
Tulsa County 30885(04)	J/P E 51st Street	Engineering, Right of Way and Utility relocation for a future widening of E 51st Street S beteen 162nd E Ave & 177th E Ave.	\$ 650,000	\$ 220,000	\$870,000
Owasso J/P 30703(04)	116th St N & 129th E Ave	Widen intersection with turn lanes	\$ 2,186,000	\$ 1,403,000	\$3,589,000
Broken Arrow 30917(04)	J/P 23rd Street (193rd E Ave)	81st Street to 101st Street: ROW, utilities, widening	\$ 2,580,000	\$ 860,000	\$3,440,000
Sapulpa 31554(04)	J/P Canyon Road	Sh-66 to Freedom Road Rehabilitation	\$ 329,353	\$ 342,796	\$672,149
Jenks J/P 31550(04)	Main Street & TSU Railroad area	Main St at TSU RR intersection & vicinity Phase III of S 113th West Ave to expand the street from 2 lanes to 3 lanes, adding sidewalks, lane markings & improve intersections at W 38th St & W 49th St	\$ 2,627,200	\$ 656,800	\$3,284,000
Sand Springs 32532(04)	J/P S. 113th West Ave Phase III	Construction for widening of E 51st St S from 161st E Ave to 177th E Ave	\$ 1,789,278	\$ 1,869,628	\$3,658,906
Tulsa County 30885(04)	J/P E 51st Street South	Planning, Design & Spec with estimates to widen SH-167 to provide left turn lane & Pine St west of SH-167 to provide 4 lanes & traffic signals	\$ 2,900,844	\$ 966,948	\$3,867,792
Catoosa 32543(04)	J/P SH-167 & Pine	Expansion of Elwood from Main St to 111th St:	\$ 107,640	\$ 26,910	\$134,550
Jenks 30160(04)	J/P Elwood Ave	Construction Phase 1	\$ 2,268,000	\$ 700,000	\$2,968,000

Projects Approved for Federal Fiscal Year 2020

City/County	Project	Description	Federal \$	Local \$	Total \$
Tulsa	Gilcrease West Expressway	Engineering design, right-of-way acquisition, utility relocation, and construction from Edison to I-44	\$ 6,000,000	\$ 1,500,000	\$7,500,000
Bixby	J/P				
33315(04)	Memorial Corridor Synchronization	Traffic signal coordination: Creek Tpk to 171st St	\$ 182,250	\$ 56,250	\$238,500
City of Tulsa					
J/P333316(04)	BA Expressway lighting	Highway lighting from Peoria to Columbia on BAX	\$ 960,000	\$ 240,000	\$1,200,000
Tulsa County	J/P				
30885(04)	51st & Lynn Lane	Construction for widening of E 51st St & 177th E Ave	\$ 1,306,384	\$ 435,461	\$1,741,845
Broken Arrow	J/P				
33310(04)	Olive Ave from Kenosha to Albany	Widening of Olive Ave (129th) from 2 to 5 lanes from Kenosha to Albany St	\$ 3,930,000	\$ 3,000,000	\$6,930,000
Wagoner County					
J/P 29395(04)	101st St from 117th to 241st St	Grade, drain & surface 101st St from 117th to 241st St	\$ 500,000	\$ 2,510,000	\$3,010,000
Catoosa	J/P				
33314(04)	Pine Street: SH-167 to 145th E Ave	Engg, plan, spec & overlay of Pine St with striping and showlder barrier	\$ 560,000	\$ 390,000	\$950,000
Owasso	J/P				
33317(04)	106th St N & 129th E Ave Intersection	Wident 106th St N. & 129th E Ave intersection from 2 lane 4-way stop to a 5-lane signalized	\$ 1,561,366	\$ 2,050,000	\$3,611,366
Total			\$ 15,000,000	\$ 10,181,711	\$ 25,181,711

Projects Approved for Federal Fiscal Year 2021

City/County	Project	Description	Federal \$	Local \$	Total \$
Tulsa	Gilcrease West Expressway	INCOG Approved for GARVEE (match provided by OTA)	\$ 6,000,000	\$ 1,500,000	\$7,500,000
Bixby	J/P				
33315(04)	Memorial Corridor Synchronization	Traffic signal coordination: Creek Tpk to 171st St	\$ 969,854	\$ 299,338	\$1,269,192
Broken Arrow	J/P				
33955(04)	Washington St: Garnett to Olive Ave	Widen Washington St (E91st S) from Garnett Rd to Olive Ave	\$ 3,000,000	\$ 7,740,000	\$10,740,000
City of Tulsa	J/P				
33959(04)	Memorial Dr: 81st St to Creek Tpk	Rehabilitation of Memorial Drive from 81st St S to Creek Turnpike	\$ 1,930,000	\$ 650,000	\$2,580,000
City of Tulsa	J/P				
33958(04)	61st & Yale Intersection	Rehabilitation of arterial intersection	\$ 1,070,000	\$ 405,000	\$1,475,000
Jenks	J/P				
25212(04)	111th Street: Elwood to US-75 S; 111th & Elwood intersection	Wident 111th St between Elwood & US-75 S to four lanes	\$ 2,518,666	\$ 750,000	\$3,268,666
Total			\$ 15,488,520	\$ 11,344,338	\$ 26,832,858

Projects Approved for Federal Fiscal Year 2022

City/County	Project	Description	Federal \$	Local \$	Total \$
Tulsa	Gilcrease West Expressway	INCOG Approved for GARVEE (match provided by OTA)	\$ 6,000,000	\$ 1,500,000	\$7,500,000
City of Tulsa 34731(04)	J/P 71st St & S Sheridan Intersection	Intersection Rehabilitation	\$ 2,900,000	\$ 730,000	\$3,630,000
Broken Arrow 34738(04)	J/P Elm Place: Kenosha to SH-51	Widen Elm Place and Rehab Intersection	\$ 3,000,000	\$ 3,400,000	\$6,400,000
Bixby 34739(04)	J/P SH-67 Corridor Traffic Study	Corridor Traffic & Accessibility Study	\$ 90,000	\$ 30,000	\$120,000
Owasso 34740(04)	J/P E 86th St from 118th to 128th	Street Rehabilitation	\$ 957,000	\$ 395,000	\$1,352,000
Wagoner County 29395(04)	J/P 101st St: 209th E Ave to Oneta Road/SH-5	101st St reconstruction: 209th - Oneta	\$ 3,000,000	\$ 5,900,000	\$8,900,000
Jenks 30160(04)	J/P Elwood Phase 2	Reconstruct from North of Polecat Creek to North of Conoco Facility	\$ 1,841,000	\$ 614,000	\$2,455,000
Total			\$ 17,788,000	\$ 12,569,000	\$ 30,357,000

Projects Approved for Federal Fiscal Year 2023

City/County	Project	Description	Federal \$	Local \$	Total \$
To be determined (TBD)	To be determined (TBD)	To be determined (TBD)	To be determined (TBD)	To be determined (TBD)	To be determined (TBD)

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)
TRANSPORTATION ALTERNATIVES PROGRAM (TAP) –
URBANIZED AREA

LIST OF APPROVED PROJECTS PRIOR TO FEDERAL
FISCAL YEAR FROM YEARS 2011-2018

Project Number	Sponsor of Project	Description of Project	Federal Funds
22629 (04)	City of Tulsa	Mingo Trail: 41st to 51st Street	\$68,760
28846(04)	City of Tulsa	ADA Arterial Sidewalk Project	\$600,000
28844(04)	City of Sand Springs	Park Road Trail	\$596,039
28845(04)	City of Glenpool	Bicycle/Pedestrian Sidewalk Expansion	\$550,800
28839(04)	City of Skiatook	Osage Trail Extension	\$520,916
31619(04)	City of Tulsa	4th Street Bikeway	\$75,000
31620(04)	City of Tulsa	Eliot Elementary Safe Routes to Schools	\$334,184
31621(04)	City of Tulsa	ADA Arterial Sidewalk & Curb Improvements	\$500,000
31615(04)	City of Bixby	East Fry Creek Trail and Pedestrian Bridge	\$500,000
31601(04)	City of Broken Arrow	Broken Arrow Creek Trail	\$497,562
31617(04)	Tulsa County	West Bank Bike/Ped Trail Study	\$75,000
33012(04)	Rogers County	Route 66 Sidepath	\$699,587
33019(04)	Tulsa County	Wekiwa Bike/Roadway	\$694,780
33034(04)	City of Tulsa	Citywide Safe Pedestrian Crossings/Beacons	\$75,000
33036(04)	City of Tulsa	Mingo Valley Trail 51st to 61st Street	\$492,000
33036(06)	City of Tulsa	Mingo Valley Trail 51st to 61st Street	\$8,000
33040(04)	City of Bixby	East Fry Creek Trail and Pedestrian Bridge	\$271,005
33037(04)	City of Sand Springs	SH-97 Trail Project	\$495,000
33038(04)	City of Tulsa	11th & 12th Street Bike Lanes	\$75,000
33039(04)	City of Jenks	Churchill Park Restoration	\$74,978
33041(04)	City of Coweta	SRTS Project	\$348,496

FFY2017-18 Projects

33065(04)	City of Tulsa	Mingo Creek Trail, I-244 to Pine Street	\$750,000
34066(04)	City of Tulsa	Broken Arrow Creek Trail Phase II	\$750,000
34067(04)	Sand Springs	81st W Ave Connector Trail	\$750,000
34056(04)	Collinsville	19th Street from SH-20 to City Park	\$125,000

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG) REGION METROPOLITAN TULSA TRANSIT AUTHORITY (MTTA) PROJECTS

- FFY 2020 TULSA TRANSIT PROJECTS
 - FFY 2021 TULSA TRANSIT PROJECTS
 - FFY 2022 TULSA TRANSIT PROJECTS
 - FFY 2023 TULSA TRANSIT PROJECTS*
- *FFY2023 PROJECTS ARE YET TO BE DETERMINED

FFY 2020 Tulsa Transit Projects

County	Sec	Type	Mode	Description	FTA	Local	Total
Tulsa	TBD	Transit Capital	Transit	Preventative Maintenance	\$3,109,500	\$775,500	\$3,887,000
Tulsa	TBD	Transit Capital	Transit	Operations	\$1,428,000	\$1,428,000	\$ 2,856,000
Tulsa	TBD	Transit Capital	Transit	ADA/CC/Audit	\$669,000	\$167,250	\$836,250
Tulsa	TBD	Transit Capital	Transit	Leases/Audit Services	\$108,000	\$27,000	\$135,000
Tulsa	TBD	Transit Capital	Transit	Long & Short Range Planning	\$1,293,000	\$323,300	\$1,616,300
Tulsa	5339C	Transit Capital	Transit	No Lo Emission Buses	\$2,991,000	\$2,708,000	\$5,699,000
Tulsa	TBD	Transit Capital	Transit	CMAQ – Outreach/Planning Activities	\$250,000	\$62,500	\$312,500
				Totals	\$9,848,500	\$5,491,550	\$15,342,050

FFY 2021 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	\$6,607,500	\$2,721,050	\$9,328,550

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
				Totals	\$6,607,500	\$2,721,050	\$9,328,550

FFY 2023 Tulsa Transit Projects

County	Sec	Type	Mode	Description	FTA	Local	Total
Tulsa	TBD	TBD	Transit	TBD	\$6,607,500	\$2,721,050	\$9,328,550

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG) REGION
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

- FY 2012 LIST OF PROJECTS
- FY 2013 LIST OF PROJECTS
- FY 2014 LIST OF PROJECTS
- FY 2015 & FY 2016 LIST OF PROJECTS
- FY 2017 LIST OF PROJECTS
- FY 2018 LIST OF PROJECTS

INCOG Regional Congestion Mitigation & Air Quality Program (CMAQ)

2012 Projects	Fed	Local	Total
Alt Fuels: Fleet Conversion	\$175,000	\$43,750	\$218,750
Bikeshare Study	\$25,000	\$6,250	\$31,250
Green Traveler	\$65,000	\$0	\$65,000
Ozone Alert Marketing	\$85,000	\$21,250	\$106,250
Traffic Operations /incident Management	\$50,000	\$0	\$50,000
MTTA Operations	\$250,000	\$62,500	\$312,500

2013 Projects	Fed	Local	Total
Alt Fuels: Fleet Conversion	\$180,000	\$45,000	\$225,000
Carpool/ Transportation Resource Center(TRC)	\$85,000	\$0	\$85,000
Ozone Alert Marketing	\$85,000	\$21,250	\$106,250
Traffic Operations /incident Management	\$50,000	\$0	\$50,000
MTTA Operations	\$250,000	\$62,500	\$312,500

2014 Projects	Fed	Local	Total
Alt Fuels: Fleet Conversion	\$100,000	\$25,000	\$125,000
BikeShare	\$250,000	\$62,500	\$312,500
Carpool/ Transportation Resource Center(TRC)	\$62,500	\$0	\$62,500
Ozone Alert Marketing	\$62,500	\$15,625	\$78,125
Traffic Operations /incident Management	\$50,000	\$0	\$50,000
MTTA Operations	\$125,000	\$31,250	\$156,250

2015 &2016 Projects	Fed	Local	Total
Alt Fuels: CNG Vehicles & Conversion	\$175,000	\$43,750	\$218,750
Electric Vehicle Charging Infrastructure	\$175,000	\$43,750	\$218,750
BikeShare	\$250,000	\$62,500	\$312,500
Carpool/ Transportation Resource Center(TRC)	\$75,000	\$0	\$75,000
Ozone Alert Marketing	\$125,000	\$31,250	\$156,250
Traffic Operations	\$250,000	\$0	\$250,000
Incident Management	\$250,000	\$0	\$250,000

2017 Projects	Fed	Local	Total
Public Fleet Alt Fuels & Idle Reduction Infrastructure	\$272,500	\$68,125	\$340,625
Carpool/ Transportation Resource Center(TRC)	\$65,000	\$0	\$65,000
Ozone Alert Marketing	\$62,500	\$15,625	\$78,125
Bike / Pedestrian Infrastructure	\$250,000	\$62,500	\$312,500

2018 Projects	Fed	Local	Total
Public Fleet Alt Fuels & Idle Reduction Infrastructure	\$250,000	\$62,500	\$312,500
Carpool/ Transportation Resource Center(TRC)	\$85,000	\$0	\$85,000
Ozone Alert Marketing	\$65,000	\$16,250	\$81,250
Tulsa Bus Rapid Transit Corridor Technologies	\$250,000	\$62,500	\$312,500

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

- **FY 2015 LIST OF PROJECTS**
- **FY 2016 LIST OF PROJECTS**

SECTION 5310 APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2015

Project	Federal	Local	Total	Category
1. DaySpring Villa	\$ 33,620.00	\$ 33,620.00	\$ 67,240.00	Operating expenses: Non-traditional - 35% of the total
	\$ 21,054.00	\$ 5,264.00	\$ 26,318.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 54,674.00	\$ 38,884.00	\$ 93,558.00	
2. Kibois	\$ 50,000.00	\$ 50,000.00	\$ 100,000.00	Operating expenses: Non-traditional - 35% of the total
	\$ -	\$ -	\$ -	Vehicles + Preventive Maintenance - 55% of the total
	\$ 50,000.00	\$ 50,000.00	\$ 100,000.00	
3. United Community Action (Cimarron)	\$ -	\$ -	\$ -	Operating expenses: Non-traditional - 35% of the total
	\$ 94,000.00	\$ 23,500.00	\$ 117,500.00	Vehicles - traditional - 55% of the total
	\$ 94,000.00	\$ 23,500.00	\$ 117,500.00	
4. Grand Gateway (Pelivan Transit)	\$ 50,000.00	\$ 50,000.00	\$ 100,000.00	Operating expenses: Non-traditional - 35% of the total
	\$ 86,400.00	\$ 21,600.00	\$ 108,000.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 136,400.00	\$ 71,600.00	\$ 208,000.00	
5. A New Leaf	\$ 36,008.00	\$ 36,008.00	\$ 72,016.00	Operating expenses: Non-traditional - 35% of the total
	\$ 5,905.00	\$ 1,476.00	\$ 7,381.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 41,913.00	\$ 37,484.00	\$ 79,397.00	
6. Vintage Housing	\$ -	\$ -	\$ -	Operating expenses: Non-traditional - 35% of the total
	\$ 15,783.00	\$ 3,945.00	\$ 19,728.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 15,783.00	\$ 3,945.00	\$ 19,728.00	
7. Gatesway	\$ 36,008.00	\$ 36,008.00	\$ 72,016.00	Operating expenses: Non-traditional - 35% of the total
	\$ 100,000.00	\$ 20,000.00	\$ 120,000.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 136,008.00	\$ 56,008.00	\$ 192,016.00	

SECTION 5310 APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2016

Project	Federal	Local	Total	Category
1. DaySpring Villa	\$ 33,692.00	\$ 33,692.00	\$ 67,384.00	Operating expenses: Non-traditional - 35% of the total
	\$ 2,688.00	\$ 672.00	\$ 3,360.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 36,380.00	\$ 34,364.00	\$ 70,744.00	
2. Kibois	\$ 135,000.00	\$ 135,000.00	\$ 270,000.00	Operating expenses: Non-traditional - 35% of the total
	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 143,000.00	\$ 137,000.00	\$ 280,000.00	
3. United Community Action (Cimarron)	\$ -	\$ -	\$ -	Operating expenses: Non-traditional - 35% of the total
	\$ 112,000.00	\$ 28,000.00	\$ 140,000.00	Vehicles - traditional - 55% of the total
	\$ 112,000.00	\$ 28,000.00	\$ 140,000.00	
4. Grand Gateway (Pelivan Transit)	\$ 25,000.00	\$ 25,000.00	\$ 50,000.00	Operating expenses: Non-traditional - 35% of the total
	\$ 38,482.00	\$ 9,621.00	\$ 48,103.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 63,482.00	\$ 34,621.00	\$ 98,103.00	
5. A New Leaf	\$ 172,388.00	\$ 172,388.00	\$ 344,776.00	Operating expenses: Non-traditional - 35% of the total
	\$ 68,594.00	\$ 17,149.00	\$ 85,743.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 240,982.00	\$ 189,537.00	\$ 430,519.00	
6. Morton	\$ -	\$ -	\$ -	Operating expenses: Non-traditional - 35% of the total
	\$ 76,870.00	\$ 19,218.00	\$ 96,088.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 76,870.00	\$ 19,218.00	\$ 96,088.00	
7. Gatesway	\$ 35,716.00	\$ 35,716.00	\$ 71,432.00	Operating expenses: Non-traditional - 35% of the total
	\$ 85,200.00	\$ 21,300.00	\$ 106,500.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 120,916.00	\$ 57,016.00	\$ 177,932.00	
8. NewView OK	\$ 4,865.00	\$ 4,865.00	\$ 9,730.00	Operating expenses: Non-traditional - 35% of the total
	\$ -	\$ -	\$ -	Vehicles + Preventive Maintenance - 55% of the total
	\$ 4,865.00	\$ 4,865.00	\$ 9,730.00	
9. INCOG VRC	\$ -	\$ -	\$ -	Operating expenses: Non-traditional - 35% of the total
	\$ 48,000.00	\$ 12,000.00	\$ 60,000.00	Vehicles + Preventive Maintenance - 55% of the total
	\$ 48,000.00	\$ 12,000.00	\$ 60,000.00	

**PROJECT SELECTION PROCESS AND CRITERIA
OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT)
INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)**

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 2018, The Urbanized Area STP ranking criteria were revised to provide direct application for funding for all communities in the TMA. With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, projects are evaluated annually for eligibility and to establish priorities. Candidate projects will be programmed into the TIP based on priorities and the availability of funds and selected for construction in order of meeting all requirements and being ready to proceed.

Urbanized Area STP funds are spent within the Tulsa Transportation Management Area but are not used on roads functionally classified pursuant to federal guidelines as local or rural minor collectors, except for bridges. The allocation of Urbanized Area STP funds to the Tulsa Urbanized Area is based on the 2010 Census population within the Census defined Tulsa Urbanized Area boundary. The Adjusted Tulsa Urbanized Area currently includes the Cities of, Bixby, Broken Arrow, Catoosa, Coweta, Jenks, Sand Springs, Sapulpa, Sperry, and Tulsa and adjacent portions of Creek, Osage, Rogers, Tulsa, and Wagoner Counties. Urbanized area is expected to change with the FHWA consent to adding Glenpool and Owasso based on Census proposal and it will be adjusted accordingly. Entities within the Adjusted Tulsa Urbanized Area are eligible to utilize the Urbanized Area STP funds. Projects located outside the defined Urbanized Area boundary may be considered but must be sponsored by an eligible entity.

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

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

Projects were previously selected and funded through FFY 2022. INCOG anticipates that project selection and programming for INCOG Surface Transportation Projects for 2023 will take place in FFY 2020.

Financial Resources

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

Source of Revenue Estimates for the Tulsa TMA

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

Public Involvement Process

Public involvement activities related to the development and maintenance of the TIP are detailed in INCOG's Public Involvement Process (Appendix A.)

As a part of the process to develop the TIP there were several public involvement opportunities available to interested area citizens. As a part of continuous process to seek input and/or provide information at each milestone event, upon the request of interested parties, public notices are published with a list of submitted projects from the various agencies available via the INCOG website. Each Technical Advisory Committee (TAC) and Transportation Policy Committee (TPC) was open to the public to allow area citizens to express their views. The document was made available through INCOG's transportation web page and in the INCOG offices. In addition to the publicly posted open meetings of TAC and TPC, from July 15th through August 9th, 2019 the public had opportunities to present their views and opinions regarding 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. INCOG Board of Directors approved the TIP on August 13th 2019.

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 a 2010 emission inventory for ozone in the Metropolitan Statistical Area (MSA), On-Road mobile sources accounted for 47% of hydrocarbon emissions, 35% of nitrogen oxide emissions, and 67% 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 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.

Appendix A – Public Involvement Process

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

Transportation Improvement Program

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

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

1. **Specific Outreach** – INCOG will notify in writing individuals, organizations and associations, partner agencies, and local governments at the initiation of the TIP development. This notification will include a description and timeline of the development process, a general outline of the programs and types of projects affected, and detail the opportunities for input and review.
2. **Media Relations Activities** – Press releases, media advisories, and legal notices will be sent to the local media at the initiation, draft, and final approval stages of the TIP development. Articles will be written for inclusion in various organization publications.
3. **Public Meetings** – A total of at least two public meetings including one for each of the TAC and TPC will be held to allow opportunities for public comment prior to the TIP advancing to the next stage of development. These meetings will be posted in accordance with open meetings act requirements.
4. **TIP Online** – The draft TIP and final TIP will be posted on the INCOG website with an e-mail link allowing for comments or questions to be submitted. Once the TIP is adopted, a current copy will be maintained on the website reflecting the most recent amendments and progress and/or delay in implementing the TIP.

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

The Transportation Improvement Program Plan of Action

The TIP serves as a short-range implementation program, identifying surface transportation projects to be initiated during the three-year period. Additionally, the TIP is used as a program management tool to gauge progress toward implementing transportation plans for the region. Specifically, improvements contained within the TIP must be consistent with the *2045 Regional Plan Update* and the Tulsa Metropolitan Area Major Street and Highway Plan, and should reflect progress toward implementation of the plans in light of the overall transportation goals of the metropolitan area. The projects in the TIP, which have a combination of federal, state,

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

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

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

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

Surface Transportation Program (STP) Project Prioritization & Selection Process

For the Tulsa Urbanized Area

Revised November 28, 2018



Surface Transportation Program (STP)

Project Prioritization and Selection Process

For the Tulsa Urbanized Area

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

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

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

Achieving Performance Targets

Goals for the STP 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. The reference here is to provide context for STP projects selected to affect the outcomes in the following areas.

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

Eligible Transportation Improvements

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

- 1) The proposed project must represent at least one of the following:
 - A) An implementation of actions and/or projects listed from the Connected 2045 LRTP.
 - B) A transportation system management (including congestion management) project,
 - 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).
- 3) Funds must be used for roads classified as Urban Collectors and Arterials or Rural Collectors and Arterials under the Federal Highway Administration Functional Classification System. Bridges are exempt from this rule. In addition, Projects on roadways planned for inclusion as proposed revisions to Federal Highway Functional Classification, contingent upon concurrence and approval by the FHWA, will be eligible. <http://www.incog.org/Transportation/documents/FedClassMaps.htm>
- 4) The local project sponsor must be a local unit of government or instrumentality thereof (such as the Metropolitan Tulsa Transit Authority or INCOG), within the Tulsa Urbanized Area (Creek County, Osage County, Rogers County, Tulsa County, Wagoner County, City of Bixby, City of Broken Arrow, City of Catoosa, City of Coweta, City of Glenpool, City of Jenks, City of Owasso, City of Sand Springs, City of Sapulpa, Town of Sperry, Town of Kiefer or City of Tulsa) or within the Tulsa Transportation Management Area (City of Claremore, City of Collinsville, or the City of Skiatook, Town of Mounds, Town of Verdigris.)
- 5) The local project sponsor must provide to INCOG an STP Project Resolution (Attachment A), adopted by the governing body at a public meeting, which describes the project, including the type of improvement, project location, total project cost, and source(s) of matching funds. The sample resolution may be modified to reflect specific agreements between the project sponsor and ODOT or to meet local city charter requirements.
- 6) **The local project sponsor must provide to INCOG a preliminary cost estimate adjusted for inflation using a rate of 4% per year over four years, and with a contingency of approximately 15%,(+ or – 5%). Cost estimates for construction projects must be submitted by a registered professional engineer, architect, or landscape architect as appropriate, licensed in the State of Oklahoma.**

Funding Ratios

The United States Department of Transportation (USDOT) will divide Surface Transportation Program funds each year among the states based on their respective amounts of highway mileage, vehicles miles traveled, and fuel tax contributions. The Oklahoma Department of Transportation (ODOT) uses 37.75% of allocated funds for various projects throughout the state, with the remaining 62.25% being divided between the Oklahoma City and Tulsa Transportation Management Areas. INCOG's share is on average an estimated \$15 million per year. Based on the priorities established, projects representing the expected resources may be programmed in the TIP to be funded with Urbanized Area STP funds.

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

Exclusive Intelligent Transportation System (ITS) projects or Incident Management projects may also be given due consideration within the scope of the same 5% annual apportionment. In addition, a system wide, regional level funding goal for a better performing transportation system is outlined as below:

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

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

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

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

STP Funding Allocation Summary

(A)		
Total anticipated STP Allocation to INCOG:		\$15 M
(B)		
Current commitment by INCOG:	\$6M/Year toward completing the regional expressway system	
(C)		
Available Funds for 2021		\$9 M
(D) Goal #1		
Intelligent Transportation System Projects		
AND/OR Incident Management Projects		5% (450K)
(E) Goal #2		
Traffic Flow Improvements		
AND/OR System Preservation (Shoulders/Rehab)		20% (\$1.8M)
(G) Capacity addition projects		\$6.75M

Other Notes:

No single entity may receive a combined sum of more than \$3M for any federal fiscal year, for all projects. Projects selected for any federal fiscal year will be advanced based on first-ready first-let.

Under a rare and extenuating circumstance, funded projects may be allowed for substitution at the request of the project sponsor provided the project requested would satisfy all the requirements for the given year the original project is selected & the evaluation criteria is satisfied after ranking and rating of the project. Staff recommendation in such circumstances will be forwarded to the Transportation Technical Committee, Transportation Policy Committee and the INCOG Board of Directors for approvals and endorsement.

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.

Proposed projects will be evaluated on the following characteristics:

Selection Criteria	CAPACITY PROJECTS	NON-CAPACITY PROJECTS
H. Travel Time Improvements	Maximum 30 points	12 points
I. Safety Improvements	Maximum 30 points	30 points
J. System Maintenance and Management	Maximum 0 points	20 points
K. Project Preparation	Maximum 20 points	8 points
L. Livability Criteria	Maximum 0 points	10 points
M. Freight Movement and Intermodal	Maximum 10 points	10 points
N. Multijurisdictional/Special Benefits/goals	Maximum 10 points	10 points
	Total 100 points	100 points

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

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

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

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

Project Monitoring

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

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

ATTACHMENT A

Resolution to Request Programming of Tulsa Urbanized Area Surface Transportation Funds

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

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

_____; and

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

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

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

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

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

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

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

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

ATTEST:

(Chief Elected Official or local governing body)

(Clerk/Secretary/Attorney)

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
	November

ODOT will provide the TMAs (ACOG, INCOG) with a written estimate of anticipated apportionments and obligation authority to be used for 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. January

ODOT will provide the MPOs a list of all Federal Funded Projects related to Highway, Public Transit, Public Lands, Railroad, County Roads, City Streets, City Bridges, Highway, Enhancement projects and FTA Section 5303 funds available to be included in the TIPs for ACOG, INCOG and LMPO January

Each MPO will provide ODOT a copy of its preliminary TIP for review and comment concurrent with its release for public review and comment, in accordance with Title 23 USC 134(j)(1)(B). A minimum of twenty-one days from the date of first publication will be provided for public review and comment. April

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

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

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

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

STIP DEVELOPMENT PROCEDURES

PROCEDURE	DEADLINE
The State shall develop a new 4 year Statewide Transportation Improvement Program every 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

Signature

Rich Brierre
Printed Name

Printed Name

Executive Director
Title

Title

Date

Date

DEFINITIONS

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

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

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

- A)** Examples of administrative modifications include but are not limited to:
1. Revision to a project description without changes to the project scope or conflict with the environmental document;
 2. Changes to the source of funds;
 3. Changes to project lead agency;
 4. Splits or combines of individually listed projects; as long as cost, schedule and scope remain unchanged or conforms to Section B below.
 5. Adding or deleting projects from grouped project (Line Item) listings as long as the funding amounts stay within the guidelines in number two above;
- B)** ODOT will notify FHWA when the federal share of the project cost listed in the STIP increases or decreases by 50 percent AND the federal share of the project cost is greater than \$4 million. In addition, ODOT will also provide justification for the project cost increase or decrease. In time sensitive circumstances, ODOT may request FHWA review a project to 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
BHFF	Federal Bridge Rehabilitation on collector street or greater
BHIY	Federal Bridge Rehabilitation on Interstate
BRFY	Federal Bridge Replacement on collector street or greater
BRO-C	Bridge Replacement on County Roads
CMA	Congestion Mitigation and Air Quality
DPI	Federal-Aid Demonstration Project
EH	Transportation Enhancement
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IMY	Interstate Maintenance
IMG	Interstate Maintenance Safety
INCOG	Indian Nations Council of Governments
JARC	Job Access-Reverse Commute transit grant
Local	Project funding for local government unit
LRTP	Long-Range Transportation Plan
NHY	National Highway System
NHIY	National Highway System funds used on the Interstate System
ODOT	Oklahoma Department of Transportation
PL	Metropolitan Planning Program
SEC 5303	Metropolitan Planning for Transit
SEC 5307	Urbanized Area Formula Program for Transit
SEC 5309	Capital Program for Transit
SEC 5310	Capital Program for Transit serving the elderly/handicapped
SFY	State Fiscal Year
SH	State Highway designation
STIP	Statewide Transportation Improvement Program
STPY	Surface Transportation Program

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

FFY 2020 – 2023
Transportation Improvement Program Addendum
Performance 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.

INCOG Target Setting for Safety for All Travelers (PM1)

Performance Measure	ODOT*	INCOG
Number of Fatalities	691	Support ODOT Target
Number of Serious Injuries	14,083	Support ODOT Target
Fatality Rate per 100 Million VMT	1.41	Support ODOT Target
Serious Injury Rate per 100 Million VMT	28.9	Support ODOT Target
Total number of non-motorized fatalities and non-motorized serious injuries	698	Support ODOT Target

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

INCOG Target Setting for System Performance Measure (PM2)			
Performance Measure	2020 ODOT Target	2022 ODOT 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 Target Setting for Infrastructure Condition Measure (PM3)			
	2020	2022	
	ODOT	ODOT	
Performance Measure	Target	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%	> 45%	Support ODOT Target
% of Non-Interstate System pavements in poor condition	< 5%	< 7%	Support ODOT Target

% of NHS Bridges classified as good condition	> 55%	> 60%	Support ODOT Target
% of NHS Bridges classified as poor condition	< 5%	< 7%	Support ODOT Target

**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
FFY2020 Transportation Improvement Program Amendments: October 2020**

Federal Fiscal year	County	ODOT Job Piece Number	Program	Project Description	Type of Work	Funding
2020	Tulsa	29326(04)	INCOG Surface Transportation Program	Owasso: 76th Street N from US-169 to 129th E Ave Intersection	Roadway	Federal: \$6,970,195 Other Funds: \$3,301,910 Total: \$10,092,105
2020	Tulsa	29326(08)	INCOG Surface Transportation Program	Owasso: 76th Street N from US-169 to 129th E Ave Intersection	Roadway	Federal: \$188,203 Other Funds: \$0 Total: \$188,203

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)

SURFACE TRANSPORTATION PROGRAM – URBANIZED AREA (STP-UZA)

- LIST OF APPROVED PROJECTS PRIOR TO FEDERAL FISCAL YEAR 2020
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2020
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2021
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2022
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2023*

*FFY 2023 PROJECTS ARE YET TO BE DETERMINED/SELECTED

TIP Edited to add ODOT Job Piece Numbers to Urbanized Surface Transportation Projects. This portion did not change or alter the scope or funding level for any of approved project.

Projects Approved for Prior Federal Fiscal Years (Prior to FFY2020)

City/County	Project	Description	Federal \$	Local \$	Total \$
Tulsa	Gilcrease West Expressway (Some funds have been expended prior to delegating the project to the Oklahoma Turnpike Authority) J/P 31313(04)	Engineering design, right-of-way acquisition, utility relocation, and construction	\$54,000,000	\$22,500,000	\$76,500,000
Tulsa / INCOG / ODOT	Gilcrease Expressway Turnpike Project	GARVEE Project has been approved by INCOG Board with future Surface Transportation Program funding to connect Edison/US-412 with I-44	\$71,100,000	Oklahoma Turnpike Authority	Federal: 71,100,000
Tulsa / INCOG / OTA	Gilcrease Expressway Turnpike Project	TIFIA (Transportation Infrastructure Finance and Innovation Act) Finance toward constructing Gilcrease Expressway Turnpike by the Oklahoma Turnpike Authority combined with the GARVEE funding listed above.	\$108,600,000	Oklahoma Turnpike Authority	Federal: 108,600,000
Sand Springs J/P 26505(04)	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. 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.	\$1,600,000	\$400,000	\$2,000,000
Jenks J/P 25212(04)	Elwood Ave. and 111th St. Intersection		\$512,000	\$128,000	\$640,000
Jenks J/P 25212 (04)	Elwood Ave/111th St. Intersection	Widening intersection to 4-5 lanes, with turn lanes, signalization, and other improvements	\$1,728,600	\$402,000	\$2,130,600
Catoosa J/P 29324 (04)	161st East Avenue/Pine Street Intersection	Construct roadway with shoulders and signalization of intersection	\$720,000	\$180,000	\$900,000
Broken Arrow J/P 26308 (04)	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	\$1,722,414
Broken Arrow J/P 26308(04)	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	\$3,124,978
Catoosa J/P 29324 (04)	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	\$2,730,071
Broken Arrow J/P 26308(04)	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	\$3,124,978
Catoosa J/P 29324(04)	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	\$2,730,071
Sapulpa J/P 29328(04)	Taft & Hickory Intersection	Traffic Signal Upgrade: Replacing loop detectors with video detection	\$107,000	\$10,000	\$117,000
Sapulpa J/P 29329(04)	Dewey & Mission Intersection	Traffic Signal Replacement: Replacing loop detectors with video detection	\$192,000	\$15,000	\$207,000
Catoosa J/P 33314(04)	Pine Street from SH-167 to SH-66	Widen and overlay to 3 lanes, drainage, sidewalks and traffic signals	\$1,808,040	\$341,469	\$2,149,509
Owasso J/P 29326(04)	E 76th Street North from US-169 to N 129th E Ave	Widening of E. 76th Street North from 2-lanes to 5-lanes	\$3,472,000	\$868,000	\$4,340,000
Sand Springs J/P 29307 (04)	S 113th West Ave	Widening, resurface, add turnlanes, sidewalks, signage improvements on South 113th West Ave.	\$1,718,685	\$706,895	\$2,425,580
Broken Arrow J/P 26308(04)	23rd Street from Kenosha to Houston	Widening of 23rd Street to 5 Lanes with sidewalk and multi-use trail	\$220,788	\$73,597	\$294,385

Projects Approved for Prior Federal Fiscal Years (Prior to FFY2020)

City/County	Project	Description	Federal \$		Local \$		Total \$
Bixby J/P 33315(04)	Memorial Drive	Corridor Traffic and Signalization Study	\$	68,850	\$	21,250	\$90,100
Sand Springs J/P 30731(04)	S 113th W Ave	Phase 2 Widening Project, Intersection Improvement at E 34th Street	\$	795,502	\$	934,078	\$1,729,580
Jenks J/P 30160(04)	Elwood Ave (Main to 111th)	Engineering design, right-of-way acquisition, utility relocation, and construction between Main St/Elwood to 111th/Elwood intersections	\$	1,441,030	\$	360,258	\$1,801,288
Broken Arrow J/P 30917(04)	23rd Street(193rd E Ave)	Right of Way, Utility relocation, widening of 23rd Street from Houston (81st St) to New Orleans Street (101st Street) from 2 lanes to 5 lanes, with multipurpose asphalt trail and concrete sidewalk.	\$	2,730,000	\$	910,000	\$3,640,000
Owasso J/P 30742(04)	Garnett Road (96th St to 106th St)	Widen N. Garnett Road from a 2 lane roadway to 4 lane road, including a center left turn lane/landscaped median with sidewalks and dedicated on-street bike lanes.	\$	3,250,000	\$	3,712,000	\$6,962,000
Tulsa County	E 51st Street J/P 30885(04)	Engineering, Right of Way and Utility relocation for a future widening of E 51st Street S beteen 162nd E Ave & 177th E Ave.	\$	650,000	\$	220,000	\$870,000
Owasso J/P 30703(04)	116th St N & 129th E Ave	Widen intersection with turn lanes	\$	2,186,000	\$	1,403,000	\$3,589,000
Broken Arrow J/P 30917(04)	23rd Street (193rd E Ave)	81st Street to 101st Street: ROW, utilities, widening	\$	2,580,000	\$	860,000	\$3,440,000
Sapulpa J/P 31554(04)	Canyon Road	Sh-66 to Freedom Road Rehabilitation	\$	329,353	\$	342,796	\$672,149
Jenks J/P 31550(04)	Main Street & TSU Railroad area	Main St at TSU RR intersection & vicinity	\$	2,627,200	\$	656,800	\$3,284,000
Sand Springs J/P 32532(04)	S. 113th West Ave Phase III	Phase III of S 113th West Ave to expand the street from 2 lanes to 3 lanes, adding sidewalks, lane markings & improve intersections at W 38th St & W 49th St	\$	1,789,278	\$	1,869,628	\$3,658,906
Tulsa County J/P 30885(04)	E 51st Street South	Construcion for widening of E 51st St S from 161st E Ave to 177th E Ave	\$	2,900,844	\$	966,948	\$3,867,792
Catoosa J/P 32543(04)	SH-167 & Pine	Planning, Design & Spec with estimates to widen SH-167 to provide left turn lane & Pine St west of SH-167 to provide 4 lanes & traffic signals	\$	107,640	\$	26,910	\$134,550
Jenks J/P 30160(04)	Elwood Ave	Expansion of Elwood from Main St to 111th St: Construction Phase 1	\$	2,268,000	\$	700,000	\$2,968,000

Projects Approved for Federal Fiscal Year 2020

City/County	Project	Description	Federal \$	Local \$	Total \$
Tulsa	Gilcrease West Expressway	Engineering design, right-of-way acquisition, utility relocation, and construction from Edison to I-44	\$ 6,000,000	\$ 1,500,000	\$7,500,000
Bixby 33315(04)	Memorial Corridor Synchronization	Traffic signal coordination: Creek Tpk to 171st St	\$ 182,250	\$ 56,250	\$238,500
City of Tulsa	BA Expressway lighting 33316(04)	Highway lighting from Peoria to Columbia on BAX	\$ 960,000	\$ 240,000	\$1,200,000
Tulsa County	51st & Lynn Lane 30885(04)	Construction for widening of E 51st St & 177th E Ave	\$ 1,306,384	\$ 435,461	\$1,741,845
Broken Arrow	Olive Ave from Kenosha to Albany J/P 3331(04)	Widening of Olive Ave (129th) from 2 to 5 lanes from Kenosha to Albany St	\$ 3,930,000	\$ 3,000,000	\$6,930,000
Wagoner County	101st St from 117th to 241st St J/P 29395(04)	Grade, drain & surface 101st St from 117th to 241st St	\$ 500,000	\$ 2,510,000	\$3,010,000
Catoosa	Pine Street: SH-167 to 145th E Ave J/P 33314(04)	Engg, plan, spec & overlay of Pine St with striping and showlder barrierer	\$ 560,000	\$ 390,000	\$950,000
Owasso	106th St N & 129th E Ave Intersection J/P 33317(04)	Wident 106th St N. & 129th E Ave intersection from 2 lane 4-way stop to a 5-lane signalized	\$ 1,561,366	\$ 2,050,000	\$3,611,366
Total			\$ 15,000,000	\$ 10,181,711	\$ 25,181,711

Projects Approved for Federal Fiscal Year 2021

City/County	Project	Description	Federal \$	Local \$	Total \$
Tulsa	Gilcrease West Expressway	INCOG Approved for GARVEE (match provided by OTA)	\$ 6,000,000	\$ 1,500,000	\$7,500,000
Bixby 33315(04)	Memorial Corridor Synchronization	Traffic signal coordination: Creek Tpk to 171st St	\$ 969,854	\$ 299,338	\$1,269,192
Broken Arrow 33955(04)	Albany St: 9th to 23rd Street	Widen Albany from 9th to 23rd Street	\$ 3,000,000	\$ 7,740,000	\$10,740,000
City of Tulsa 3395904	Memorial Dr: 81st St to Creek Tpk 61st	Rehabilitation of Memorial Drive from 81st St S to Creek Turnpike	\$ 1,930,000	\$ 650,000	\$2,580,000
City of Tulsa 33958(04)	& Yale Intersection	Rehabilitation of arterial intersection	\$ 1,070,000	\$ 405,000	\$1,475,000
Jenks 25212(04)	111th Street: Elwood to US-75 S; 111th & Elwood intersection	Wident 111th St between Elwood & US-75 S to four lanes	\$ 2,518,666	\$ 750,000	\$3,268,666
Total			\$ 15,488,520	\$ 11,344,338	\$ 26,832,858

Projects Approved for Federal Fiscal Year 2022

City/County	Project	Description	Federal \$	Local \$	Total \$
Tulsa	Gilcrease West Expressway	INCOG Approved for GARVEE (match provided by OTA)	\$ 6,000,000	\$ 1,500,000	\$7,500,000
City of Tulsa	71st St & S Sheridan Intersection	Intersection Rehabilitation	\$ 2,900,000	\$ 730,000	\$3,630,000
Broken Arrow	Elm Place: Kenosha to SH-51	Widen Elm Place and Rehab Intersection	\$ 3,000,000	\$ 3,400,000	\$6,400,000
Bixby	SH-67 Corridor Traffic Study	Corridor Traffic & Accessibility Study	\$ 90,000	\$ 30,000	\$120,000
Owasso	E 86th St from 118th to 128th	Street Rehabilitation	\$ 957,000	\$ 395,000	\$1,352,000
Wagoner County	101st St: 209th E Ave to Oneta Road/SH-	101st St reconstruction: 209th - Oneta	\$ 3,000,000	\$ 5,900,000	\$8,900,000
Jenks	Elwood Phase 2	Reconstruct from North of Polecat Creek to North of Conoco Facility	\$ 1,841,000	\$ 614,000	\$2,455,000
Total			\$ 17,788,000	\$ 12,569,000	\$ 30,357,000

Projects Approved for Federal Fiscal Year 2023

City/County	Project	Description	Federal \$	Local \$	Total \$
To be determined (TBD)	To be determined (TBD)	To be determined (TBD)	To be determined (TBD)	To be determined (TBD)	To be determined (TBD)

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

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: \$120,644,732 (previous Federal: \$108,600,000) 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

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

Federal Fiscal year	County	ODOT Job Piece Number	Program	Project Description	Type of Work	Funding
2020	Creek	TBD	ODOT CIRB CED/OCCEDB Funds	Creek County: W 49th Street from SH-117 to SH-67	Roadway	Federal: \$100,000 Other Funds: \$0 Total: \$100,000
2020	Tulsa	33019(04)	ODOT Enhancement: Transportation Alternatives	Tulsa County: Wekiwa Road Project - 129th W Ave to 161st W Ave	Pedestrian Improvements	Federal: \$694,780 Other Funds: \$173,695 Total: \$868,475

**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
FFY2020 Transportation Improvement Program Amendments: January 2020**

Fiscal Year	Region/County	Project Sponsor	Summary	Funding
2020	Tulsa TMA	City of Tulsa: Transportation of People with Disabilities	Contracting Service	Federal: \$70,000 Local: \$17,500 Total: \$87,500
2020	Tulsa TMA	Kibois Transportation	Operating Expense	Federal: \$87,500 Local: \$87,500 Total: \$175,000
2020	Tulsa TMA	United Community Action (Cimarron) Transportation	Vehicles - Capital	Federal: \$81,600 Local: \$14,400 Total: \$96,000
2020	Tulsa TMA	A New Leaf, INC - Transportation for Disabled	Operating Expense	Federal: \$50,000 Local: \$50,000 Total: \$100,000
2020	Tulsa TMA	Morton Comprehensive Health Services	Vehicles - Capital	Federal: \$46,175 Local: \$8,150 Total: \$54,325
2020	Tulsa TMA	Life Senior Services Transprotation	Operating Expense	Federal: \$34,503 Local: \$34,503 Total: \$69,006
2020	Tulsa TMA	Life Senior Services Transprotation	Vehicles - Capital	Federal: \$76,160 Local: \$13,440 Total: \$89,600
2020	Tulsa TMA	Life Senior Services Transprotation	Tulsa CAN Plan Operating	Federal: \$10,000 Local In-kind: \$10,000 Total: \$20,000
2020	Tulsa TMA	Rogers County Elder Daycare Center	Vehicles - Capital	Federal: \$59,925 Local: \$10,575 Total: \$70,500
2020	Tulsa TMA	INCOG Veterans Ride Connect	Contract Services	Federal: \$25,000 Local: \$6,250 Total: \$31,250

Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area				
FFY2020 Congestion Mitigation & Air Quality Projects (CMAQ Program) Projects				
Federal Fiscal year	Geography	Project Description	Type of Work	Funding
2020	Tulsa TMA	Public Fleet Alternative Fuels & Idle Reduction Program	Alt Fuels	Federal: \$200,000 Other Funds: \$50,000 Total: \$250,000
2020	Tulsa TMA	Bus/Shuttle Service for Targeted Areas	Alt Modes	Federal: \$100,000 Other Funds: \$25,000 Total: \$125,000
2020	Tulsa TMA	Ozone Alert! Marketing & Active Transportation Marketing	Air Quality	Federal: \$100,000 Other Funds: \$25,000 Total: \$125,000
2020	Tulsa TMA	Tulsa Bikeshare	Alt Modes	Federal: \$250,000 Other Funds: \$62,500 Total: \$312,500

**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

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