

**Tulsa Transportation Management Area
Urbanized Area Surface Transportation Program
FFY 2014 Project Selection Information Packet**

FFY 2014 Project Application Information

Sponsor	Location	Description	STP Request	Other Funds	Total
Bixby	146th St. and Memorial Dr.	Signalization, widening to create a center turn lane, pavement markings and crosswalk	\$199,155	\$66,385	\$265,540
Bixby	131st St. and Mingo Rd.	Signalization, widening to create a center turn lane, pavement markings and crosswalk	\$480,225	\$160,075	\$640,300
Bixby	121st St. and Mingo Rd.	Signalization, widening to create a center turn lane, pavement markings and crosswalk	\$480,225	\$160,075	\$640,300
Broken Arrow	23rd Street from Kenosha to Houston	Widening of 23rd Street (193rd E. Ave) to 5-lanes and replacement of bridge to 4-lanes over SH-51.	\$9,690,000	\$3,210,000	\$12,900,000
Catoosa	161st East Ave from I-44 to Pine St.	Widen to 4-lanes.	\$2,678,832	\$669,708	\$3,348,540
Jenks	111th St. Elwood Ave. to US-75	Engineering, design, utility relocation, right-of-way acquisition and construction of roadway improvements including stormwater drainage, curb and gutter, street lighting, sidewalks, and asphalt overlay of existing 2-lane road.	\$1,555,000	\$370,600	\$1,925,600
Jenks	Elwood Ave. Main St. to 111th Street	Engineering, design, right-of-way acquisition and construction of roadway improvements including straightening in the vicinity of 101st St., stormwater drainage, curb and gutter, street lighting, sidewalks, and asphalt overlay of existing 2-lane road.	\$2,040,000	\$479,000	\$2,519,000
Jenks	B Street Elm St to 5th St	Engineering, design, right-of-way acquisition and construction of roadway improvements including storm drainage, municipal water and sewer utility relocation, curb and gutter, street lighting, sidewalks, and railroad crossing upgrade of existing 2-lane road.	\$3,054,800	\$723,200	\$3,778,000
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	Widening to a 5-lane arterial.	\$2,080,000	\$550,000	\$2,630,000
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	Widening, resurface, pavement makings, new right and center turn lanes, sidewalks, drainage improvements, signage and pavement markings to increase capacity and safety.	\$1,393,264	\$1,032,316	\$2,425,580
Sapulpa	Bryan Ave Hawthorn St to Main St	Reconstruction including asphalt surfacing, aggregate base, combined curb and gutter, storm sewer improvements and sidewalks.	\$400,000	\$197,000	\$597,000
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway	Engineering design, right-of-way acquisition, utility relocation, and construction of 2-lane roadway on 4-lane right-of-way.	\$6,000,000	\$1,500,000	\$7,500,000
Total			\$30,051,501	\$9,118,359	\$39,169,860

Project Eligibility Screening

App. ID	Project	(1) Representative Project	(2) TMA Region	(3) Federally Classified	(4) Eligible Sponsor	(5) Resolution	(6) Engineer's Estimate
Bixby	146th St. and Memorial Dr.	Safety, System Preservation	Yes	Principal Arterial	Yes	Yes	Yes
Bixby	131st St. and Mingo Rd.	Safety, System Preservation	Yes	Minor Arterial	Yes	Yes	Yes
Bixby	121st St. and Mingo Rd.	Safety, System Preservation	Yes	Minor Arterial	Yes	Yes	Yes
Broken Arrow	23rd Street from Kenosha to Houston	Destination 2030, Safety	Yes	Principal Arterial	Yes	Yes	Yes
Catoosa	161st East Ave from I-44 to Pine St.	Destination 2030, Safety	Yes	Minor Arterial	Yes	Yes	Yes
Jenks	111th St. Elwood Ave. to US-75	Safety, System Preservation	Yes	Minor Arterial	Yes	Yes	Yes
Jenks	Elwood Ave. Main St. to 111th Street	Destination 2030, Safety	Yes	Minor Arterial	Yes	Yes	Yes
Jenks	B Street Elm St to 5th St	Safety, System Preservation	Yes	Urban Collector	Yes	Yes	Yes
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	Destination 2030, Safety	Yes	Principal Arterial	Yes	Yes	Yes
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	Safety, System Preservation	Yes	Urban Collector	Yes	Yes	Yes
Sapulpa	Bryan Ave Hawthorn St to Main St	Safety, System Preservation	Yes	Urban Collector	Yes	Yes	Yes
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway	Destination 2030	Yes	Principal Arterial	Yes	Yes	Yes

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

- 1) The proposed project must represent at least one of the following:
 - A) An implementation of actions from the *Destination 2030*,
 - B) A transportation system management (including congestion management) project,
 - C) Transportation control measures from the State Implementation Plan for Air Quality,
 - D) A safety or transportation enhancement project, or
 - E) System preservation of a transportation facility (*i.e.*, reconstruction, rehabilitation, resurfacing, restoration and
- 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/Arterials or Rural Collectors(Major)/Arterials under the Highway Functional Classification System. (Bridges are exempt from this rule).
- 4) 4) The local project sponsor must be a local unit of government or instrumentality thereof (such as the Metropolitan Tulsa Transit Authority or INCOG), within the Tulsa Urbanized Area (Creek County, Osage County, Rogers County, Tulsa County, Wagoner County, City of Bixby, City of Broken Arrow, City of Catoosa, City of Coweta, City of Jenks, City of Sand Springs, City of Sapulpa, or City of Tulsa) or within the Tulsa Transportation Management Area (City of Claremore, City of Collinsville, City of Glenpool, City of Owasso, or the Town of Skiatook.)
- 5) The local project sponsor must provide to INCOG an STP Project Resolution (Attachment A), adopted by the governing body at a public meeting, which describes the project, including the type of improvement, project location, total project cost, and source(s) of matching funds. The sample resolution may be modified to reflect specific agreements between the project sponsor and ODOT, to reflect participation in the ODOT Certification Acceptance (CA) Program, 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.

A. Travel Time Improvement
Maximum of 16 Points

App. ID	Project	Count	Current # of Lanes	Count/ Lane	STP Cost/ Traffic Ratio	V/C Ratio	Intersection Pts.	Cost Pts.	V/C Pts.	Total Pts.
Bixby	146th St. and Memorial Dr.	17,000	4	4,250	11.72	0.71	4	4	0	8
Bixby	131st St. and Mingo Rd.	6,288	2	3,144	76.37	0.53	4	4	0	8
Bixby	121st St. and Mingo Rd.	3,381	2	1,691	142.04	0.28	4	4	0	8
Broken Arrow	23rd Street from Kenosha to Houston	13,600	2	6,800	712.50	1.14	0	1	6	7
Catoosa	161st East Ave from I-44 to Pine St.	8,200	2	4,100	326.69	0.69	0	3	0	3
Jenks	111th St. Elwood Ave. to US-75	3,450	2	1,725	450.72	0.29	0	2	0	2
Jenks	Elwood Ave. Main St. to 111th Street	4,500	2	2,250	453.33	0.38	0	1	0	1
Jenks	B Street Elm St to 5th St	4,982	2	2,491	613.17	0.42	0	1	0	1
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	7,922	2	3,961	262.56	0.67	0	4	0	4
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	9,300	2	4,650	149.81	0.78	0	3	0	3
Sapulpa	Bryan Ave Hawthorn St to Main St	960	2	480	416.67	0.08	0	2	0	2
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway	18,000	4	4,500	333.33	1.51	0	2	8	10

For corridor improvements, INCOG will determine if the proposed project provides relief for an existing/future congested corridor location, using volume to capacity (V/C) ratio where Level of Service C capacity is greater than 0.80.

V/C Ratio 1.20 or greater - 8 points

V/C Ratio 1.00 to 1.19 - 6 points

V/C Ratio 0.80 to 0.99 - 2 points

V/C Ratio less than 0.80 - 0 points

INCOG will calculate the STP dollar cost per daily traffic ratio. The projects will be divided into quartiles and the first quartile will receive 4 points, the second quartile 3 points, the third quartile 2 points and the fourth quartile 1 point.

1st Quartile	147.87	4
2nd Quartile	330.01	3
3rd Quartile	451.38	2
4th Quartile	712.50	1

For intersection projects or corridor projects that include intersection improvements to reduce congestion add 4 points.

B. Safety Improvements

Maximum of 20 Points

App. ID	Project	Modal Safety	Incident Manage.	Rail Crossing	Safety Pts	No. of Crashes	Date	Crash Index	Crash Pts	Total Pts
Bixby	146th St. and Memorial Dr.	4	3	0	7	1	2007-2009	6	2	9
Bixby	131st St. and Mingo Rd.	4	3	0	7	3	2007-2009	8	2	9
Bixby	121st St. and Mingo Rd.	4	3	0	7	6	2007-2009	14	4	11
Broken Arrow	23rd Street from Kenosha to Houston	4	3	0	7	60	2007-2009	166	8	15
Catoosa	161st East Ave from I-44 to Pine St.	4	4	0	8	7	2007-2009	16	4	12
Jenks	111th St. Elwood Ave. to US-75	4	4	0	8	15	2007-2009	34	6	14
Jenks	Elwood Ave. Main St. to 111th Street	4	4	0	8	36	2007-2009	94	8	16
Jenks	B Street Elm St to 5th St	4	4	4	12	10	2007-2009	22	4	16
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	3	3	0	6	36	2007-2009	90	8	14
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	4	4	0	8	4	2007-2009	10	2	10
Sapulpa	Bryan Ave Hawthorn St to Main St	4	4	0	8	14	2007-2009	32	6	14
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway	4	4	0	8	-	2007-2009	-	0	8

The projects will be divided into quartiles based on the Accident Severity Index and the first quartile will receive 2 point, the second quartile 4 points, the third quartile 6 points and the fourth quartile 8 points.

1st Quartile	12.00	2
2nd Quartile	22.00	4
3rd Quartile	62.00	6
4th Quartile	166.00	8

Evaluation Criteria	Points
Projects targeting to include transit, pedestrian, bicycle & wheelchair traffic safety. Ex: signalized crossings, high visibility markings, signage, crosswalk upgrades, sidewalk extensions, pedestrian ramps, lighting, barriers separating vehicle/person conflicts. (List each item that is a part of the design separately to receive 1 point each, up to 4 points)	4
Projects to improve roadway safety and/or address Traffic Incident management. Ex: pavement markings, lighting, signage, barriers or increase skid resistance, responder safety, equipment, communication systems, design features such as incident detection/synchronized signals (List each item that is a part of the design separately to receive 1 point each, up to 4 points total.)	4
Project increases safety through rail crossing improvements.	4

C. System Maintenance and Management

Maximum of 16 Points

App. ID	Project	Substantial Maintenance Improvements	TIM and ITS	Bridge	CMP and Higher Class	Pts
Bixby	146th St. and Memorial Dr.	4				4
Bixby	131st St. and Mingo Rd.	4				4
Bixby	121st St. and Mingo Rd.	4				4
Broken Arrow	23rd Street from Kenosha to Houston	4		5		9
Catoosa	161st East Ave from I-44 to Pine St.	4				4
Jenks	111th St. Elwood Ave. to US-75	4		5		9
Jenks	Elwood Ave. Main St. to 111th Street	4		5		9
Jenks	B Street Elm St to 5th St	4				4
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	4		5		9
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	4				4
Sapulpa	Bryan Ave Hawthorn St to Main St	4				4
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway		3			3
Evaluation Criteria					Points	
Project includes either resurfacing or rehabilitation of a majority of the extent, substantial drainage improvements, improvement of signalization, and/or installation or replacement of signage on existing road.					4	
Project aids in the detection and clearance of non-recurring traffic incidents, the rapid clearing of road obstructions, or otherwise contributes to or utilizes ITS technology or incident management elements.					3	
Project includes replacement or rehabilitation of a functionally obsolete or structurally deficient bridge.					5	
Project is derived from or related to the INCOG Congestion Management System and reduces congestion on streets or intersections functionally classified by the FHWA as arterials in incorporated areas or as a major rural collectors in unincorporated areas .					4	

D. Project Preparation

Maximum of 16 Points

App. ID	Project	Env. Review	Design Status	RoW Status	Utility Relocation	Matching Funds	Previous Projects Schedule	Pts
Bixby	146th St. and Memorial Dr.	0	2	2	2	4	0	10
Bixby	131st St. and Mingo Rd.	0	2	1	2	4	0	9
Bixby	121st St. and Mingo Rd.	0	2	1	2	4	0	9
Broken Arrow	23rd Street from Kenosha to Houston	2	2	0	0	4	0	8
Catoosa	161st East Ave from I-44 to Pine St.	2	2	0	0	0	-3	1
Jenks	111th St. Elwood Ave. to US-75	0	0	1	0	0	0	1
Jenks	Elwood Ave. Main St. to 111th Street	0	0	1	0	0	0	1
Jenks	B Street Elm St to 5th St	0	0	1	0	0	0	1
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	0	2	0	0	0	0	2
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	0	2	0	0	4	-2	4
Sapulpa	Bryan Ave Hawthorn St to Main St	0	2	2	0	4	0	8
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway	4	6	1	2	0	0	13

Projects will receive one negative point for each year and for each project the sponsor has a previously-selected project that has not been scheduled to let to bid.

Catoosa - Pine Street 193rd to SH-66 FFY2007 = -3

Sand Springs - Main Street from 1st to SH-97 FFY2008 = -2

Evaluation Criteria	Pt
<i>What is the status of the environmental review process?</i>	
Environmental clearance completed and federal approval obtained	4
Environmental clearance in process in compliance with federal requirements	2
Environmental clearance has not been initiated	0
EIS likely to be required	-4
<i>What is the status of proposed project design/ engineering/ planning?</i>	
Final Design/ Engineering/ planning completed and approved by ODOT	6
Preliminary Design/ Engineering 50% plans completed.	4
Preliminary Design/ Engineering/ Planning design consultant selected per ODOT approved	2
<i>What is the status of right-of-way acquisition?</i>	
Right-of-way acquisition completed or not required per ODOT approved plans.	2
Right-of-way acquisition based on area is 50% complete	1
Right-of-way has not been initiated	0
<i>What is the status of utility relocation</i>	
Utility relocation completed or not required per ODOT approved plans.	2
Utility relocation is 50% complete	1
Utility relocation has not been initiated	0
<i>What is the amount of matching funds?</i>	
More than 50% (6pts), 25 - 50% (4pts)	4 to 6

E. Livability

Maximum of 10 Points

App. ID	Project	Alternative Mode Project	Bus Operations	Pedestrian Component	Bicycle Component	Higher Density	Displacements	Pts
Bixby	146th St. and Memorial Dr.	0	0	1	0	4	0	5
Bixby	131st St. and Mingo Rd.	0	0	1	0	0	0	1
Bixby	121st St. and Mingo Rd.	0	0	1	0	0	0	1
Broken Arrow	23rd Street from Kenosha to Houston	0	1	2	2	2	0	7
Catoosa	161st East Ave from I-44 to Pine St.	0	0	2	0	2	0	4
Jenks	111th St. Elwood Ave. to US-75	0	0	2	0	2	0	4
Jenks	Elwood Ave. Main St. to 111th Street	0	0	2	0	0	0	2
Jenks	B Street Elm St to 5th St	0	2	2	0	4	0	8
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	0	1	2	0	2	0	5
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	0	1	2	1	2	0	6
Sapulpa	Bryan Ave Hawthorn St to Main St	0	0	2	0	2	0	4
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway	0	2	2	2	0	-2	4

Evaluation Criteria	Points
Main purpose of project is transit facility/hardware improvement, pedestrian or bicycle components	10
<i>If main purpose of project is not alternative mode, but it does include complementary features, please fill in below.</i>	
Project allows for bus operations (i.e., turning radii, bus stop pad, etc...)	2
Project includes pedestrian components (bumpouts, sidewalks, shelters, etc...)	2
Project includes provisions for bicycles (wide shoulders, dedicated lanes, paths/trails)	2
Project (not a limited access facility) is primarily located in a district zoned as Commercial, Office, High-Density Single-Family Residential, or Medium-Density Multi-Family.	4
Project displaces one or more homes, businesses, schools, churches or recreational areas.	-2

F. Freight Movement and Intermodal Linkages

Maximum of 12 Points

App. ID	Project	Inter-modal	Terminal Access	Truck Volume	Pts
Bixby	146th St. and Memorial Dr.			4	4
Bixby	131st St. and Mingo Rd.				0
Bixby	121st St. and Mingo Rd.				0
Broken Arrow	23rd Street from Kenosha to Houston			4	4
Catoosa	161st East Ave from I-44 to Pine St.		4	4	8
Jenks	111th St. Elwood Ave. to US-75			4	4
Jenks	Elwood Ave. Main St. to 111th Street			4	4
Jenks	B Street Elm St to 5th St				0
Owasso	E. 76th St. North US-169 to N 129th E. Ave.			4	4
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	4			4
Sapulpa	Bryan Ave Hawthorn St to Main St				0
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway		4	4	8

Evaluation Criteria	Points
Project facilitates the exchange of passengers and goods from private to public modes or between transportation modes.	4
Project improves access to existing or proposed terminal facility	4
Project improves road component(s) with 5% or more heavy duty trucks by traffic volume	4

G. Special Benefits

Maximum of 10 Points

App. ID	Project	Pollution	Aesthetics	Multi-jurisdictional	Pts
Bixby	146th St. and Memorial Dr.	2	0	0	2
Bixby	131st St. and Mingo Rd.	2	0	2	4
Bixby	121st St. and Mingo Rd.	2	0	2	4
Broken Arrow	23rd Street from Kenosha to Houston	2	0	0	2
Catoosa	161st East Ave from I-44 to Pine St.	2	0	2	4
Jenks	111th St. Elwood Ave. to US-75	2	1	0	3
Jenks	Elwood Ave. Main St. to 111th Street	2	1	0	3
Jenks	B Street Elm St to 5th St	2	1	0	3
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	2	1	0	3
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	2	1	0	3
Sapulpa	Bryan Ave Hawthorn St to Main St	2	0	0	2
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway	2	0	2	4

Evaluation Criteria	Points
Project demonstrably alleviates noise, air, water and/or light pollution	2
Project significantly improves visual environment with streetscaping (i.e., shrubs, trees, brick paving, street furnishing, etc...)	2
Project is part of a regional program or economic development strategy, and is supported by more than one community and/or county.	6

Project Point Totals
 Maximum of 100 Points

Project	<i>Possible Points</i>	<table border="1" style="display: inline-table; transform: rotate(-45deg); text-align: center;"> <tr> <td>A. Travel Time Improvements</td> <td>B. Safety Improvements</td> <td>C. System Improvements</td> <td>D. Project Maintenance</td> <td>E. Livability</td> <td>F. Freight and Intermodal</td> <td>G. Special Benefits</td> </tr> </table>							A. Travel Time Improvements	B. Safety Improvements	C. System Improvements	D. Project Maintenance	E. Livability	F. Freight and Intermodal	G. Special Benefits	Total
		A. Travel Time Improvements	B. Safety Improvements	C. System Improvements	D. Project Maintenance	E. Livability	F. Freight and Intermodal	G. Special Benefits								
16	20	16	16	10	12	10										
Bixby	146th St. and Memorial Dr.	8	9	4	10	5	4	2	42							
Bixby	131st St. and Mingo Rd.	8	9	4	9	1	0	4	35							
Bixby	121st St. and Mingo Rd.	8	11	4	9	1	0	4	37							
Broken Arrow	23rd Street from Kenosha to Houston	7	15	9	8	7	4	2	52							
Catoosa	161st East Ave from I-44 to Pine St.	3	12	4	1	4	8	4	36							
Jenks	111th St. Elwood Ave. to US-75	2	14	9	1	4	4	3	37							
Jenks	Elwood Ave. Main St. to 111th Street	1	16	9	1	2	4	3	36							
Jenks	B Street Elm St to 5th St	1	16	4	1	8	0	3	33							
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	4	14	9	2	5	4	3	41							
Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	3	10	4	4	6	4	3	34							
Sapulpa	Bryan Ave Hawthorn St to Main St	2	14	4	8	4	0	2	34							
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway	10	8	3	13	4	8	4	50							

Project Ranking

Rank	Sponsor	Project	Total Points	STP Request	Cumulative STP Funds
Set Aside					
	Tulsa	Gilcrease West Expressway Edison St. to Tisdale Parkway		\$6,000,000	\$6,000,000
Requested Projects					
1	Broken Arrow	23rd Street from Kenosha to Houston	52	\$9,690,000	\$15,690,000
2	Bixby	146th St. and Memorial Dr.	42	\$199,155	\$15,889,155
3	Owasso	E. 76th St. North US-169 to N 129th E. Ave.	41	\$2,080,000	\$17,969,155
4	Bixby	121st St. and Mingo Rd.	37	\$480,225	\$18,449,380
5	Jenks	111th St. Elwood Ave. to US-75	37	\$1,555,000	\$20,004,380
6	Jenks	Elwood Ave. Main St. to 111th Street	36	\$2,040,000	\$22,044,380
7	Catoosa	161st East Ave from I-44 to Pine St.	36	\$2,678,832	\$24,723,212
8	Bixby	131st St. and Mingo Rd.	35	\$480,225	\$25,203,437
9	Sapulpa	Bryan Ave Hawthorn St to Main St	34	\$400,000	\$25,603,437
10	Sand Springs	113th W. Ave. from SH-51 to 3300 S.113th W. Ave.	34	\$1,393,264	\$26,996,701
11	Jenks	B Street Elm St to 5th St	33	\$3,054,800	\$30,051,501

Projected Funding

FFY2008 Balance	(\$8,159,146)
FFY 2009 Apportionment/Spending Authority	\$13,091,610
FFY 2010 Apportionment/Spending Authority*	\$13,830,046
Funds Available for Programming in FFY 2010	<u>\$18,762,509</u>
FFY 2010 Program	
Gilcrease West Expressway from Edison Street to 41st West Avenue.	\$7,800,000
49th West Ave. and I-44 in Town West.	\$825,296
J.M. Davis widening - Lynn Riggs (SH-66) to Will Rogers Blvd.	\$1,597,440
Line and Mission Intersection Improvements.	\$527,735
86th St. North from Main St. to Memorial and Memorial to Mingo	\$3,260,521
Subtotal FFY 2010 Projects	<u>\$14,010,992</u>
FFY 2010 Balance	\$4,751,517
FFY 2011 Apportionment/Spending Authority	\$12,250,377
Funds Available for Programming in FFY 2008	<u>\$17,001,894</u>
FFY2011 Program	
Gilcrease West Expressway Edison St. to Tisdale Parkway	\$7,800,000
SH-97(Wilson Ave.) from W. 2nd St. to Morrow Rd.	\$2,080,000
Main St. from Elm St. to Koa St.	\$2,383,550
Main St. from US-75 to Houston St.	\$2,477,800
Elwood Ave. and 111th St. Intersection	\$512,000
Subtotal FFY 2011 Projects	<u>\$15,253,350</u>
Program Balance	\$1,748,544
FFY 2012 Apportionment/Spending Authority*	\$12,250,377
Funds Available for Programming in FFY 2012	<u>\$13,998,921</u>
FFY2012 Program	
Gilcrease West Expressway Edison St. to Tisdale Parkway	\$6,240,000
Shelters & Sidewalks	\$30,000
Vehicle Acquisition	\$600,416
Elwood & 111th St. S. Intersection	\$1,797,744
161st E Ave & Pine St. Intersection	\$748,800
193rd E. Ave 71st to 81st St S.	\$1,433,048
Subtotal FFY 2012 Projects	<u>\$10,850,008</u>
Program Balance	\$3,148,913
FFY 2013 Apportionment/Spending Authority*	\$12,250,377
Funds Available for Programming in FFY 2013	<u>\$15,399,290</u>
FFY2013 Program	
Gilcrease West Expressway	\$6,240,000
Alternatives Analysis and System Plan	\$1,600,000
Mobility Management in the TMA	\$187,500
Main Street Signal Improvements and Coordination	\$551,200
Main & Koa St. Signalization	\$248,144
23rd Street from Kenosha to Houston	\$2,599,982
161st East Avenue I-44 to Pine	\$1,800,637
Subtotal FFY 2013 Projects	<u>\$13,227,463</u>
Program Balance	\$2,171,827
FFY 2014 Apportionment/Spending Authority*	\$12,250,377
Funds Available for Programming in FFY 2014	<u>\$14,422,203</u>

*Future Apportionment/Spending Authority figures are estimates based on average apportionment under SAFETEA-LU. Construction costs have been adjusted for inflation.

Proposed Program for FFY 2014

Sponsor	Project	Description	Federal	Local	Total	Federal Cumulative
Tulsa	Gilcrease Expressway Edison St to Tisdale Parkway	Engineering design, right-of-way acquisition, utility relocation, and construction of 2-lane roadway on 4-lane right-of-way.	\$6,000,000	\$1,500,000	\$7,500,000	\$6,000,000
Broken Arrow	23rd Street from Kenosha to Houston	Widening of 23rd Street (193rd E. Ave) to 5-lanes and replacement of bridge to 4-lanes over SH-51.	\$4,211,102 ¹	\$1,315,969	\$5,527,071	\$10,211,102
Bixby	146th St. and Memorial Dr.	Signalization, widening to create a center turn lane, pavement markings and crosswalk	\$265,540 ²	\$0	\$265,540	\$10,476,642
Owasso	E. 76th St. North US-169 to N 129th E. Ave.	Widening to a 5-lane arterial.	\$2,080,000	\$550,000	\$2,630,000	\$12,556,642
Bixby	121st St. and Mingo Rd.	Signalization, widening to create a center turn lane, pavement markings and crosswalk	\$480,225	\$160,075	\$640,300	\$13,036,867
Jenks	111th St. Elwood Ave. to US-75	Engineering, design, utility relocation, right-of-way acquisition and construction of roadway improvements including stormwater drainage, curb and gutter, street lighting, sidewalks, and asphalt overlay of existing 2-lane road.	\$1,385,337 ³	\$346,334	\$1,731,671	\$14,422,203

¹ According to the Selection Process policy (<http://www.incog.org/transportation/documents/SurfaceTransportationProgram2013.pdf>, page 4, last paragraph) after set aside projects have been funded, no single project or entity may receive more than 50% of the remaining funds. \$8,422,203 are available after the set aside projects therefore a maximum of \$4,211,102 is available to any single project or entity. Broken Arrow requested \$9,690,000 but was awarded \$4,211,102 according to the policy. The associated local match was adjusted based on the 25% commitment indicated in the application.

² The City of Bixby included matching funds for the 146th and Memorial signalization project. According to Federal regulation, and past practice in the Urbanized STP program, signalization projects can be authorized by FHWA as a safety project and therefore this project eligible to be reimbursed at 100% federal funds.

³ The City of Jenks requested \$1,555,000 in STP funds, however, due to ranking of other projects and the estimate of available STP funds, only \$1,385,377 are available for the project for a difference of \$169,663. The City of Jenks has indicated they are willing and able to proceed with the project at that federal funding level.