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# **FFY 2009 – 2012**

## **Transportation Improvement Program**

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For the Tulsa Transportation Management Area





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# **Transportation Improvement Program**

For the Tulsa Transportation Management Area

June 12, 2008

Approved by the Transportation Policy Committee May 29, 2008

Endorsed by the INCOG Board of Directors June 12, 2008

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## Contacting INCOG

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

**Phone: 918-584-7526**

**Fax: 918-583-1024**

**E-mail: [transportation@incog.org](mailto:transportation@incog.org)**

**Web Page: [www.incog.org/Transportation](http://www.incog.org/Transportation)**

**Address: 201 West 5<sup>th</sup> Street, Suite 600, Tulsa, OK, 74103-4236**

## Resolution

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

### A RESOLUTION TO ADOPT THE *FFY 2009 – 2012 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, by letter dated October 2, 1995; and

WHEREAS, a Transportation Improvement Program for the Tulsa Transportation Management Area, containing highway, transit, bicycle/pedestrian, airport, and air quality improvement projects expected to be carried out from FFY 2009 to FFY 2012, 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 2009 – 2012 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2009 – 2012 Transportation Improvement Program* for the Tulsa Transportation Management Area.

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Indian Nations Council of Governments

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Date

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Oklahoma Department of Transportation

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Date

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## Introduction & Background

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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) 2009 – 2012 Transportation Improvement Program (TIP)* presents a program of improvements to the surface transportation system within the Tulsa Transportation Management Area (see map on page 4) to be implemented with federal matching funds. The projects, which have a combination of federal, state, and local funding sources, cover a wide range of transportation modes, including streets and highways, public transportation, bicycle and pedestrian facilities, and airport improvements. Planned improvements include new construction; expansion of existing services and facilities; operation, maintenance and reconstruction of existing facilities; efficiency improvements to increase the effectiveness of existing transportation investments; and projects specifically identified for their ability to maintain the Tulsa area's "clean air" status.

The TIP was prepared by INCOG, the Metropolitan Planning Organization (MPO) for the Tulsa Transportation Management Area (TMA), under the guidance of the Transportation Policy Committee (TPC) and the Transportation Technical Committee (TTC). It represents a cooperative effort between INCOG and its member governments in the Tulsa area, The Metropolitan Tulsa Transit Authority (MTTA), and the Oklahoma Department of Transportation (ODOT).

The TIP serves as a short-range implementation program, identifying projects to be initiated during the upcoming 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 approved transportation plans, primarily the Regional Transportation Plan (RTP), and the Tulsa Metropolitan Area Major Street and Highway Plan (MSHP), and should reflect progress toward implementation of the plans in light of the overall transportation goals of the metropolitan area.

The TIP is a program of projects for which funding is expected to be available. As a result, the *TIP* reflects the transportation improvements priorities of the region, given the resources available. The Budget Summary on page 3 lists, by funding program, the total funds expected and programmed from all sources (federal, state, and local).

## Highlights

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

- Expansion to 6-lanes of I-44 from Yale Avenue to the Arkansas River
- Reconstruction of 193<sup>rd</sup> E. Ave, SH-66, and I-44 Interchange
- Expansion of US-169 from I-244 north to SH-266
- Expansion of US-64/Memorial Drive from the Creek Turnpike to south of 111<sup>th</sup> Street South.
- Right-of-way and utility relocation for new alignment of SH-20 in Claremore
- Reconstruction of the interchange at US-75 and 111<sup>th</sup> Street South
- Transit projects include replacement of various vehicles, installation of passenger shelters and AVL.

## TIP Document Organization

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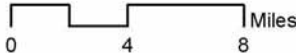
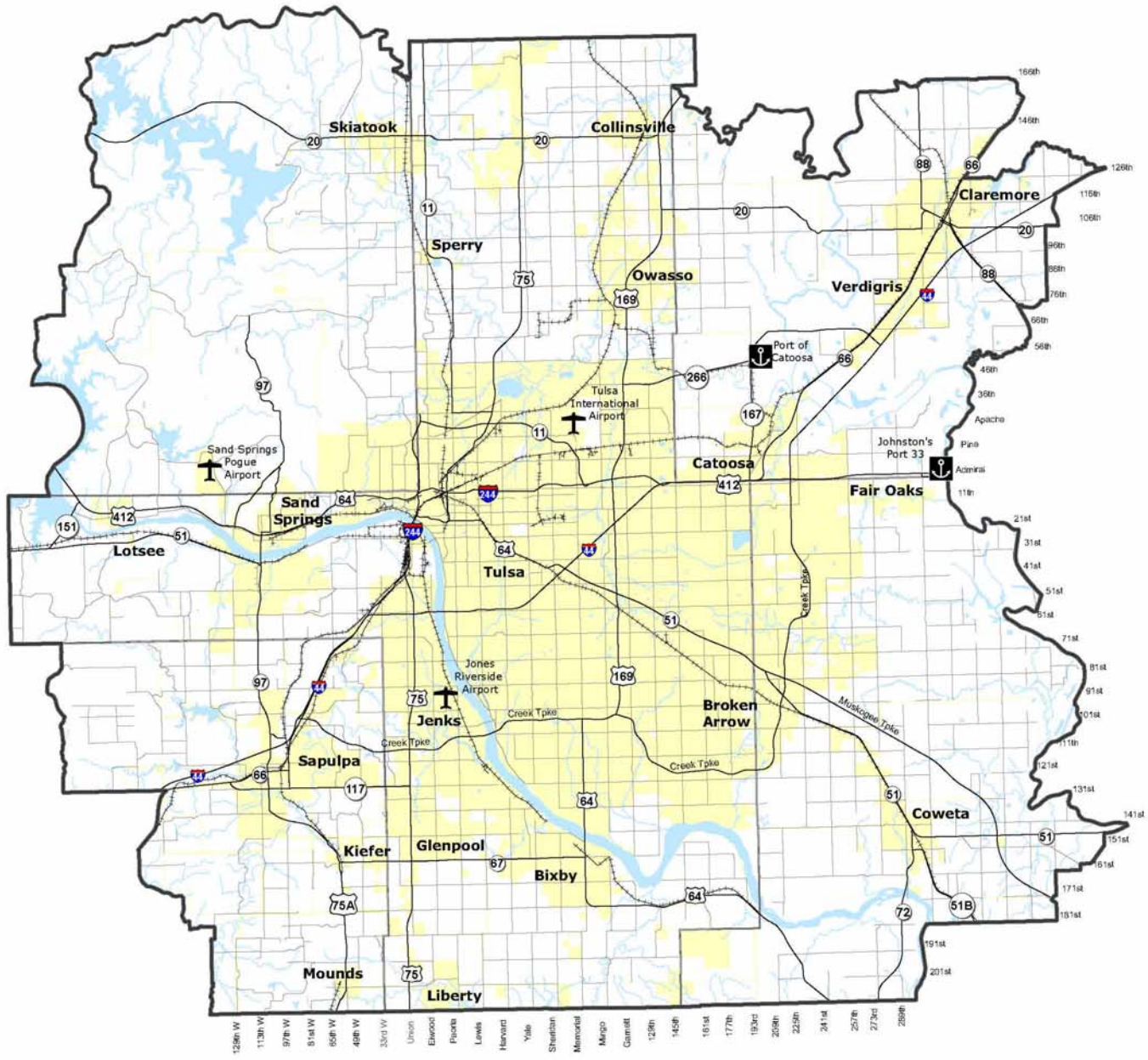
The TIP is intended to provide technical information that transportation professionals use in a format that is understandable by anyone interested in surface transportation improvements in the region. To accomplish this, some key features should be noted.

- The projects are grouped by year and within each year they are grouped by funding program in alphabetical order.
- 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 Documents section on the web page ([www.incog.org/transportation](http://www.incog.org/transportation)), and will be updated as often as necessary

## Budget Summary FFY 2009 – 2012 Transportation Improvement Program

<b>Program</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
<b>Airport Improvement Program</b>	\$2,700,000	\$150,000	\$150,000	\$3,000,000
<b>Bridge</b>	\$13,748,411	\$0	\$0	\$13,748,411
<b>Congestion Mitigation and Air Quality</b>	\$2,600,000	\$0	\$650,000	\$3,250,000
<b>Enhancement Program</b>		Funding to be determined		
<b>Interstate Maintenance</b>	\$110,500,708	\$4,590,600	\$0	\$115,091,308
<b>National Highway System</b>	\$57,059,825	\$0	\$0	\$57,059,825
<b>Planning</b>	\$3,400,000	\$0	\$0	\$3,400,000
<b>Recreational Trails</b>		Funding to be determined		
<b>Safety</b>	\$230,075	\$0	\$0	\$230,075
<b>Special Projects</b>	\$116,540,849	\$0	\$0	\$116,540,849
<b>State Surface Program</b>	\$0	\$14,999,933	\$0	\$14,999,933
<b>Surface Transportation Program</b>	\$39,394,301	\$0	\$0	\$39,394,301
<b>Transit</b>	\$33,068,000	\$0	\$11,017,000	\$44,085,000
<b>Urbanized Surface Transportation Program</b>	\$40,000,000	\$0	\$8,000,000	\$48,000,000
<b>Grand Total</b>	\$419,242,169	\$19,740,533	\$24,217,000	\$463,199,702

# Tulsa Transportation Management Area



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



## FFY 2009 Program Details

Job #	County	Program	Description	Federal	State	Local
22473(04)	Osage	County Road	5.9 Mile - Grade, drain, surface Prue Road from EW-54.3, extend NW to NS-378	\$0	\$0	\$4,400,000
17050(15)	TTMA	Bridge	Small scale bridge improvement - painting, minor reprs, seal coat/waterprfing, silane tr, etc	Funding to be determined		
	TTMA	Congestion Mitigation and Air Quality	Line Item Placeholder for Projects to be specified by INCOG	\$650,000	\$0	\$162,500
17663(15)	TTMA	Enhancement Program	Enhancement, bike/ped pths, scenic/hist hway prog, landscape, historic preserv, etc.	Funding to be determined		
19720(10)	TTMA	Line Item	R/W Clearance - remove/dispose obstructions on public r/w prior to utility reloc or proj startup	Funding to be determined		
20780(09)	TTMA	Line Item	3R/3P simple pavement preserv/restore asphalt ovlay,stripe,sign & grail	Funding to be determined		
20781(09)	TTMA	Line Item	3B (Bridge) prev maint including paint, joints, bearings & deck repair	Funding to be determined		
21016(09)	TTMA	Line Item	Preliminary Engineering	Funding to be determined		
23612(09)	TTMA	Line Item	County Bridge Program	Funding to be determined		
23613(09)	TTMA	Line Item	County Road Program	Funding to be determined		
23614(09)	TTMA	Line Item	Small City Road & Bridge program	Funding to be determined		
25625(09)	TTMA	Line Item	Safe Routes to School - design, dev, constr of engineering projects and educational programs	Funding to be determined		
18262(12)	TTMA	Recreational Trails	Recreational Trails	Funding to be determined		
17049(15)	TTMA	Safety	Statewide Rail Crossing - protective devices, crsing surf, adv warning signs, striping, closures	Funding to be determined		
17051(15)	TTMA	Safety	Small scale traffic safety - signing, int mod, lighting, intrcon syst, grdrail, delineation, etc	Funding to be determined		
09030(37)	TTMA	Transit	NCHRP program - Oklahoma's participation	Funding to be determined		

Job #	County	Program	Description	Federal	State	Local
15609(16)	TTMA	Transit	FTA Section 5311/5340 - Nonurbanized area formula grant program FFY 2008 apportionment	Funding to be determined		
15611(16)	TTMA	Transit	FTA Section 5310 - transportation program for elderly & persons w/disabilities, FFY 2008 app.	Funding to be determined		
15612(16)	TTMA	Transit	FTA Section 5303 Metropolitan Planning Program FFY 2008 apportionment	Funding to be determined		
18356(16)	TTMA	Transit	FTA Section 5304 Statewide Planning Program FFY 2008 apportionment	Funding to be determined		
18357(16)	TTMA	Transit	FTA Section 5311(B)/Rural Transit Assistance Program FFY 2008 apportionment	Funding to be determined		
20882(09)	TTMA	Transit	FTA Section 5316 Grant:Job Access & Reverse Commute Program FFY 2008 apportionment	Funding to be determined		
21342(06)	TTMA	Transit	FTA Section 5309 Capitol Grant Program, FFY 2008 apportionment	Funding to be determined		
23328(06)	TTMA	Transit	FTA Section 5317 New Freedom Program, FFY 2008 apportionment	Funding to be determined		
	TTMA	Urbanized Surface Transportation Program	Various Projects selected by INCOG (see Appendix B, page 31 for a list of projects)	\$10,000,000	\$0	\$2,000,000
20337(04)	Tulsa	Bridge	Div 8: Br repr within Div 8 Sites to be selected later	\$1,050,000	\$0	\$0
23185(06)	Tulsa	Bridge	Div 8 Silane projects Sites to be selected later	\$105,000	\$0	\$0
06374(08)	Tulsa	Interstate Maintenance	I-44 brs C & D @ Darlington Ave & rdy fr E of Yale to W of Sheridan in Tulsa	\$19,635,000	\$4,590,600	\$0
10981(06)	Tulsa	Interstate Maintenance	I-44 @ US 169 interchange	\$4,144,517	\$0	\$0
17387(04)	Tulsa	National Highway System	Interchange @ US 75 & 111th Street S in Jenks	\$12,184,696	\$0	\$0
11768(24)	Tulsa	Planning	SFY 2010 (July 1, 2009 - June30, 2010) Metro Pln	\$850,000	\$0	\$0
24118(06)	Tulsa	Special Projects	I-44 at Riverside Dr ext E to Yale Ave in Tulsa	\$49,981,000	\$0	\$0

Job #	County	Program	Description	Federal	State	Local
23163(04)	Tulsa	Surface Transportation Program	US 64 beg @ Creek Trnpgk ext S to S of 111th St in Bixby	\$4,012,838	\$0	\$0
	Tulsa	Transit	Miscellaneous Shop Equipment	\$48,000	\$0	\$12,000
	Tulsa	Transit	Preventative Maintenance	\$2,300,000	\$0	\$575,000
	Tulsa	Transit	Paratransit Expense	\$1,040,000	\$0	\$260,000
	Tulsa	Transit	Capital Cost of Contracting	\$550,000	\$0	\$825,000
	Tulsa	Transit	Capital Leases	\$25,000	\$0	\$6,250
	Tulsa	Transit	Legal	\$90,000	\$0	\$22,500
	Tulsa	Transit	Computer Hardware	\$208,000	\$0	\$52,000
	Tulsa	Transit	Computer Software	\$180,000	\$0	\$45,000
	Tulsa	Transit	Miscellaneous Office Equipment	\$12,000	\$0	\$3,000
	Tulsa	Transit	Miscellaneous Office Furniture	\$12,000	\$0	\$3,000
	Tulsa	Transit	Audit Services	\$25,000	\$0	\$6,250
	Tulsa	Transit	Security and Emergency Response Plans	\$25,000	\$0	\$6,250
	Tulsa	Transit	Passenger Amenities	\$72,000	\$0	\$18,000
	Tulsa	Transit	Transit Coaches	\$2,000,000	\$0	\$500,000
	Tulsa	Transit	Long Range Planning - System Level	\$156,000	\$0	\$39,000
	Tulsa	Transit	Long Range Planning - Project Level	\$210,000	\$0	\$52,500
	Tulsa	Transit	Short Range Planning	\$220,000	\$0	\$55,000
	Tulsa	Transit	Program Support Administration	\$250,000	\$0	\$62,500
	Tulsa	Transit	Other Activities - MIS	\$174,000	\$0	\$43,500
	Tulsa	Transit	Other Activities - Staff Education and Training	\$60,000	\$0	\$15,000
	Tulsa	Transit	CMAQ - Outreach Activities	\$80,000	\$0	\$20,000
20916(05)	Wagoner	State Surface Program	1.77 Mile - Right of Way: SH 72 fr 2.15 mi N of Muskogee C/L ext N	\$0	\$770,700	\$0
20916(06)	Wagoner	State Surface Program	1.77 Mile - Utilities: SH 72 fr 2.15 mi N of Muskogee C/L ext N	\$0	\$473,550	\$0

## FFY 2010 Program Details

Job Num.	County	Program	Description	Federal	State	Local
23161(04)	Rogers	Bridge	SH 412P remove br's over Verdigris River ov'fl apprx 6.5 mi E of Tulsa CL	\$2,687,500	\$0	\$0
23162(04)	Rogers	Bridge	SH 412P remove br's over Verdigris River ov'fl apprx 7.1 mi E of Tulsa CL	\$2,687,500	\$0	\$0
20315(05)	Rogers	National Highway System	I-44 interchange @ 163rd St in the City of Tulsa	\$4,300,000	\$0	\$0
20315(06)	Rogers	National Highway System	I-44 interchange @ 163rd St in the City of Tulsa	\$2,169,461	\$0	\$0
19983(08)	Rogers	Special Projects	SH 412P beg @ US 412 ext E(Phase 1)	\$12,148,513	\$0	\$0
24299(04)	Rogers	Surface Transportation Program	SH 66 beg apprx 11 mi N of I-44 ext N 3.2 mi	\$4,066,571	\$0	\$0
	TTMA	Congestion Mitigation and Air Quality	Line Item Placeholder for Projects to be specified by INCOG	\$650,000	\$0	\$162,500
17049(16)	TTMA	Line Item	Statewide Rail Crossing - protective devices, crsing surf, adv warning signs, striping, closures	Funding to be determined		
17050(16)	TTMA	Line Item	Small scale bridge improvement - painting, minor reprs, seal coat/waterprfing, silane tr, etc	Funding to be determined		
17051(16)	TTMA	Line Item	Small scale traffic safety - signing, int mod, lighting, intrcon syst, grdrail, delineation, etc	Funding to be determined		
17663(16)	TTMA	Line Item	Enhancement, bike/ped pths, scenic/hist hwy prog, landscape, historic preserv, etc.	Funding to be determined		
18262(13)	TTMA	Line Item	Recreational Trails	Funding to be determined		
19720(11)	TTMA	Line Item	R/W Clearance - remove/dispose obstructions on public r/w prior to utility reloc or proj startup	Funding to be determined		
20780(10)	TTMA	Line Item	3R/3P simple pavement preserv/restore asphalt ovlay,stripe,sign & grail	Funding to be determined		
20781(10)	TTMA	Line Item	3B (Bridge) prev maint including paint, joints, bearings & deck repair	Funding to be determined		
21016(10)	TTMA	Line Item	Preliminary Engineering	Funding to be determined		
23612(10)	TTMA	Line Item	County Bridge Program	Funding to be determined		
23613(10)	TTMA	Line Item	County Road Program	Funding to be determined		

<b>Job Num.</b>	<b>County</b>	<b>Program</b>	<b>Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
23614(10)	TTMA	Line Item	Small City Road & Bridge program	Funding to be determined		
25625(10)	TTMA	Line Item	Safe Routes to School - design, dev, constr of engineering projects and educational programs	Funding to be determined		
15609(17)	TTMA	Transit	FTA Section 5311/5340 - Nonurbanized area formula grant program FFY 2009 apportionment	Funding to be determined		
15611(17)	TTMA	Transit	FTA Section 5310 - transportation program for elderly & persons w/disabilities, FFY 2009 app.	Funding to be determined		
15612(17)	TTMA	Transit	FTA Section 5303 Metropolitan Planning Program FFY 2009 apportionment	Funding to be determined		
18356(17)	TTMA	Transit	FTA Section 5304 Statewide Planning Program FFY 2009 apportionment	Funding to be determined		
18357(17)	TTMA	Transit	FTA Section 5311(B)/Rural Transit Assistance Program FFY 2009 apportionment	Funding to be determined		
20882(10)	TTMA	Transit	FTA Section 5316 Grant:Job Access & Reverse Commute Program FFY 2009 apportionment	Funding to be determined		
21342(07)	TTMA	Transit	FTA Section 5309 Capitol Grant Program, FFY 2009 apportionment	Funding to be determined		
23328(07)	TTMA	Transit	FTA Section 5317 New Freedom Program, FFY 2009 apportionment	Funding to be determined		
	TTMA	Urbanized Surface Transportation Program	Various Projects selected by INCOG (see Appendix B, page 31 for a list of projects)	Funding to be determined		
20336(04)	Tulsa	Bridge	Div 8 Br repr within Div 8 Sites to be selected later	\$1,075,000	\$0	\$0
23185(07)	Tulsa	Bridge	Div 8 Silane projects Sites to be selected later	\$100,000	\$0	\$0
10980(07)	Tulsa	Interstate Maintenance	I-44 @ Broken Arrow exp interchange in Tulsa	\$1,419,000	\$0	\$0
10980(10)	Tulsa	Interstate Maintenance	I-44 @ Broken Arrow exp interchange in Tulsa	\$3,332,500	\$0	\$0
10981(07)	Tulsa	Interstate Maintenance	I-44 @ US 169 interchange interchange in Tulsa	\$2,169,461	\$0	\$0
20927(04)	Tulsa	Interstate Maintenance	I-244 fr I-44 E	\$2,300,000	\$0	\$0
20930(04)	Tulsa	National Highway System	US 169 fr I-244 to SH 266 Six lane	\$5,375,000	\$0	\$0

Job Num.	County	Program	Description	Federal	State	Local
24300(05)	Tulsa	National Highway System	US 75 Interchange @ 116th Street N	\$107,500	\$0	\$0
24300(06)	Tulsa	National Highway System	US 75 Interchange @ 116th Street N	\$107,500	\$0	\$0
11768(25)	Tulsa	Planning	SFY 2011 (July 1, 2010 – June 30, 2011) Metro Pln	\$850,000	\$0	\$0
23165(04)	Tulsa	Safety	Safety Imprv within Div 8 Sites to be selected later	\$130,075	\$0	\$0
24118(07)	Tulsa	Special Projects	I-44 at Riverside Dr ext E to Yale Ave in Tulsa	\$32,549,411	\$0	\$0
20925(04)	Tulsa	State Surface Program	0.01 Mile - Bridge Repair on US 64 over Euchee Creek, 6.4 mi SE of Osage CL	\$0	\$367,580	\$0
	Tulsa	Transit	Miscellaneous Shop Equipment	\$48,000	\$0	\$12,000
	Tulsa	Transit	Preventative Maintenance	\$2,300,000	\$0	\$575,000
	Tulsa	Transit	Paratransit Expense	\$1,040,000	\$0	\$260,000
	Tulsa	Transit	Capital Cost of Contracting	\$550,000	\$0	\$825,000
	Tulsa	Transit	Capital Leases	\$25,000	\$0	\$6,250
	Tulsa	Transit	Legal	\$90,000	\$0	\$22,500
	Tulsa	Transit	Computer Hardware	\$208,000	\$0	\$52,000
	Tulsa	Transit	Computer Software	\$180,000	\$0	\$45,000
	Tulsa	Transit	Miscellaneous Office Equipment	\$12,000	\$0	\$3,000
	Tulsa	Transit	Miscellaneous Office Furniture	\$12,000	\$0	\$3,000
	Tulsa	Transit	Audit Services	\$25,000	\$0	\$6,250
	Tulsa	Transit	Security and Emergency Response Plans	\$25,000	\$0	\$6,250
	Tulsa	Transit	Passenger Amenities	\$72,000	\$0	\$18,000
	Tulsa	Transit	Transit Coaches	\$2,000,000	\$0	\$500,000
	Tulsa	Transit	Lift Vans	\$1,600,000	\$0	\$400,000
	Tulsa	Transit	Computer Equipment	\$360,000	\$0	\$90,000
	Tulsa	Transit	Utility Vehicles	\$160,000	\$0	\$40,000
	Tulsa	Transit	Long Range Planning - System Level	\$156,000	\$0	\$39,000
	Tulsa	Transit	Long Range Planning - Project Level	\$210,000	\$0	\$52,500
	Tulsa	Transit	Short Range Planning	\$220,000	\$0	\$55,000
	Tulsa	Transit	Program Support Administration	\$250,000	\$0	\$62,500
	Tulsa	Transit	Other Activities - MIS	\$174,000	\$0	\$43,500
	Tulsa	Transit	Other Activities - Staff Education and Training	\$60,000	\$0	\$15,000
	Tulsa	Transit	CMAQ - Outreach Activities	\$80,000	\$0	\$20,000
10004(10)	Wagoner	Surface Transportation Program	SH 51 fr apprx 7.3 mi E of Coweta E 2.6 mi	\$5,964,643	\$0	\$0

## FFY 2011 Program Details

Job Num.	County	Program	Description	Federal	State	Local
20290(04)	Rogers	Interstate Maintenance	I-44 193rd st interchange in Tulsa	\$32,239,631	\$0	\$0
21898(05)	Rogers	State Surface Program	0.10 Mile - ROW along I-44 Eastbound and Westbound bridges at 177th East Ave (Lynn Lane)	\$0	\$4,000,000	\$0
21898(06)	Rogers	State Surface Program	0.10 Mile - Utilities along I-44 Eastbound and Westbound bridges at 177th East Ave (Lynn Lane)	\$0	\$2,018,103	\$0
18695(04)	Rogers	Surface Transportation Program	SH 20 Claremore bypass on new alignment fr inter SH66 to I-44	\$8,672,160	\$0	\$0
18695(05)	Rogers	Surface Transportation Program	SH 20 Claremore bypass on new alignment fr inter SH66 to I-44	\$5,794,236	\$0	\$0
	TTMA	Congestion Mitigation and Air Quality	Line Item Placeholder for Projects to be specified by INCOG	\$650,000	\$0	\$162,500
17049(17)	TTMA	Line Item	Statewide Rail Crossing - protective devices, crsing surf, adv warning signs, striping, closures	Funding to be determined		
17050(17)	TTMA	Line Item	Small scale bridge improvement - painting, minor reprs, seal coat/waterprfing, silane tr, etc	Funding to be determined		
17051(17)	TTMA	Line Item	Small scale traffic safety - signing, int mod, lighting, intrcon syst, grdrail, delineation, etc	Funding to be determined		
17663(17)	TTMA	Line Item	Enhancement, bike/ped pths, scenic/hist hway prog, landscape, historic preserv, etc.	Funding to be determined		
18262(14)	TTMA	Line Item	Recreational Trails	Funding to be determined		
19720(12)	TTMA	Line Item	R/W Clearance - remove/dispose obstructions on public r/w prior to utility reloc or proj startup	Funding to be determined		
20780(11)	TTMA	Line Item	3R/3P simple pavement preserv/restore asphalt overlay,stripe,sign & grail	Funding to be determined		
20781(11)	TTMA	Line Item	3B (Bridge) prev maint including paint, joints, bearings & deck repair	Funding to be determined		
21016(11)	TTMA	Line Item	Preliminary Engineering	Funding to be determined		
23612(11)	TTMA	Line Item	County Bridge Program	Funding to be determined		
23613(11)	TTMA	Line Item	County Road Program	Funding to be determined		
23614(11)	TTMA	Line Item	Small City Road & Bridge program	Funding to be determined		

Job Num.	County	Program	Description	Federal	State	Local
25625(11)	TTMA	Line Item	Safe Routes to School - design, dev, constr of engineering projects and educational programs	Funding to be determined		
15609(18)	TTMA	Transit	FTA Section 5311/5340 - Nonurbanized area formula grant program FFY 2010 apportionment	Funding to be determined		
15611(18)	TTMA	Transit	FTA Section 5310 - transportation program for elderly & persons w/disabilities, FFY 2010 app.	Funding to be determined		
15612(18)	TTMA	Transit	FTA Section 5303 Metropolitan Planning Program FFY 2010 apportionment	Funding to be determined		
18356(18)	TTMA	Transit	FTA Section 5304 Statewide Planning Program FFY 2010 apportionment	Funding to be determined		
18357(18)	TTMA	Transit	FTA Section 5311(B)/Rural Transit Assistance Program FFY 2010 apportionment	Funding to be determined		
20882(11)	TTMA	Transit	FTA Section 5316 Grant:Job Access & Reverse Commute Program FFY 2010 apportionment	Funding to be determined		
21342(08)	TTMA	Transit	FTA Section 5309 Capitol Grant Program, FFY 2010 apportionment	Funding to be determined		
23328(08)	TTMA	Transit	FTA Section 5317 New Freedom Program, FFY 2010 apportionment	Funding to be determined		
	TTMA	Urbanized Surface Transportation Program	Various Projects selected by INCOG (see Appendix B, page 31 for a list of projects)	\$10,000,000	\$0	\$2,000,000
20928(04)	Tulsa	Interstate Maintenance	I-244 fr I-44 W	\$15,750,000	\$0	\$0
11768(26)	Tulsa	Planning	SFY 2012 (July 1, 2011 – June 30, 2012) Metro Pln	\$850,000	\$0	\$0
24118(08)	Tulsa	Special Projects	I-44 @ Riverside Dr E to Yale Ave in Tulsa	\$21,611,925	\$0	\$0
21899(05)	Tulsa	State Surface Program	0.05 Mile - Right of Way: I-44 Br @ 145th E Ave appx 0.7 mi E of Jct of I-44/I-244	\$0	\$4,000,000	\$0
21899(06)	Tulsa	State Surface Program	0.05 Mile - Utilities: I-44 Br @ 145th E Ave appx 0.7 mi E of Jct of I-44/I-244	\$0	\$1,100,000	\$0
23166(05)	Tulsa	State Surface Program	0.06 Mile - Right of Way: SH 151 over SH 51 appx 1.5 mi E of Cr C/L	\$0	\$300,000	\$0
23166(06)	Tulsa	State Surface Program	0.06 Mile - Utilities: SH 151 over SH 51 appx 1.5 mi E of Cr C/L	\$0	\$220,000	\$0

Job Num.	County	Program	Description	Federal	State	Local
23167(05)	Tulsa	State Surface Program	0.04 Mile - Right of Way: SH 266 over US 169 appx 5.8 mi N of Jct US-169/I-44	\$0	\$300,000	\$0
23167(06)	Tulsa	State Surface Program	0.04 Mile - Utilities: SH 266 over US 169 appx 5.8 mi N of Jct US-169/I-44	\$0	\$220,000	\$0
23168(05)	Tulsa	State Surface Program	0.06 Mile - Right of Way: US 64/US412/SH 51 over abandoned RR appx 15 miles East of Osage CL	\$0	\$500,000	\$0
23168(06)	Tulsa	State Surface Program	0.06 Mile - Utilities: US 64/US412/SH 51 over abandoned RR appx 15 miles East of Osage CL	\$0	\$330,000	\$0
24365(05)	Tulsa	State Surface Program	0.5 Mile - Right of Way: SH 11 over Hominy Cr, 7.4 mi S of Washington CL	\$0	\$100,000	\$0
24365(06)	Tulsa	State Surface Program	0.5 Mile - Utilities: SH 11 over Hominy Cr, 7.4 mi S of Washington CL	\$0	\$100,000	\$0
24365(08)	Tulsa	State Surface Program	0.5 Mile - Right of Way: SH 11 over Flat Rock Cr, 15.2 mi S of Washington CL	\$0	\$100,000	\$0
24365(09)	Tulsa	State Surface Program	0.5 Mile - Utilities: SH 11 over Flat Rock Cr, 15.2 mi S of Washington CL	\$0	\$100,000	\$0
	Tulsa	Transit	Miscellaneous Shop Equipment	\$48,000	\$0	\$12,000
	Tulsa	Transit	Preventative Maintenance	\$2,300,000	\$0	\$575,000
	Tulsa	Transit	Paratransit Expense	\$1,040,000	\$0	\$260,000
	Tulsa	Transit	Capital Cost of Contracting	\$550,000	\$0	\$825,000
	Tulsa	Transit	Capital Leases	\$25,000	\$0	\$6,250
	Tulsa	Transit	Legal	\$90,000	\$0	\$22,500
	Tulsa	Transit	Computer Hardware	\$208,000	\$0	\$52,000
	Tulsa	Transit	Computer Software	\$180,000	\$0	\$45,000
	Tulsa	Transit	Miscellaneous Office Equipment	\$12,000	\$0	\$3,000
	Tulsa	Transit	Miscellaneous Office Furniture	\$12,000	\$0	\$3,000
	Tulsa	Transit	Audit Services	\$25,000	\$0	\$6,250
	Tulsa	Transit	Security and Emergency Response Plans	\$25,000	\$0	\$6,250
	Tulsa	Transit	Passenger Amenities	\$72,000	\$0	\$18,000
	Tulsa	Transit	Transit Coaches	\$2,000,000	\$0	\$500,000
	Tulsa	Transit	Long Range Planning - System Level	\$156,000	\$0	\$39,000
	Tulsa	Transit	Long Range Planning - Project Level	\$210,000	\$0	\$52,500
	Tulsa	Transit	Short Range Planning	\$220,000	\$0	\$55,000
	Tulsa	Transit	Program Support Administration	\$250,000	\$0	\$62,500
	Tulsa	Transit	Other Activities - MIS	\$174,000	\$0	\$43,500

<b>Job Num.</b>	<b>County</b>	<b>Program</b>	<b>Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
	Tulsa	Transit	Other Activities - Staff Education and Training	\$60,000	\$0	\$15,000
	Tulsa	Transit	CMAQ - Outreach Activities	\$80,000	\$0	\$20,000

## FFY 2012 Program Details

Job Num.	County	Program	Description	Federal	State	Local
20315(04)	Rogers	Interstate Maintenance	I-44 interchange at 163rd st in Tulsa	\$16,510,599	\$0	\$0
18696(04)	Rogers	Surface Transportation Program	SH 20 Interch @Claremore Bypass & SH 66	\$2,997,309	\$0	\$0
18696(05)	Rogers	Surface Transportation Program	SH 20 Interch @Claremore Bypass & SH 66	\$4,386,544	\$0	\$0
	TTMA	Congestion Mitigation and Air Quality	Line Item Placeholder for Projects to be specified by INCOG	\$650,000	\$0	\$162,500
17049(18)	TTMA	Line Item	Statewide Rail Crossing - protective devices, crsing surf, adv warning signs, striping, closures	Funding to be determined		
17050(18)	TTMA	Line Item	Small scale bridge improvement - painting, minor reprs, seal coat/waterprfing, silane tr, etc	Funding to be determined		
17051(18)	TTMA	Line Item	Small scale traffic safety - signing, int mod, lighting, intrcon syst, grdrail, delineation, etc	Funding to be determined		
17663(18)	TTMA	Line Item	Enhancement, bike/ped pths, scenic/hist hway prog, landscape, historic preserv, etc.	Funding to be determined		
18262(15)	TTMA	Line Item	Recreational Trails	Funding to be determined		
19720(13)	TTMA	Line Item	R/W Clearance - remove/dispose obstructions on public r/w prior to utility reloc or proj startup	Funding to be determined		
20780(12)	TTMA	Line Item	3R/3P simple pavement preserv/restore asphalt ovlay,stripe,sign & grail	Funding to be determined		
20781(12)	TTMA	Line Item	3B (Bridge) prev maint including paint, joints, bearings & deck repair	Funding to be determined		
21016(12)	TTMA	Line Item	Preliminary Engineering	Funding to be determined		
23612(12)	TTMA	Line Item	County Bridge Program	Funding to be determined		
23613(12)	TTMA	Line Item	County Road Program	Funding to be determined		
23614(12)	TTMA	Line Item	Small City Road & Bridge program	Funding to be determined		
25625(12)	TTMA	Line Item	Safe Routes to School - design, dev, constr of engineering projects and educational programs	Funding to be determined		
15609(19)	TTMA	Transit	FTA Section 5311/5340 - Nonurbanized area formula grant program FFY 2011 apportionment	Funding to be determined		

Job Num.	County	Program	Description	Federal	State	Local
15611(19)	TTMA	Transit	FTA Section 5310 - transportation program for elderly & persons w/disabilities, FFY 2011 app	Funding to be determined		
15612(19)	TTMA	Transit	FTA Section 5303 Metropolitan Planning Program FFY 2011 apportionment	Funding to be determined		
18356(19)	TTMA	Transit	FTA Section 5304 Statewide Planning Program FFY 2011 apportionment	Funding to be determined		
18357(19)	TTMA	Transit	FTA Section 5311(B)/Rural Transit Assistance Program FFY 2011 apportionment	Funding to be determined		
20882(12)	TTMA	Transit	FTA Section 5316 Grant:Job Access & Reverse Commute Program FFY 2011 apportionment	Funding to be determined		
21342(09)	TTMA	Transit	FTA Section 5309 Capitol Grant Program, FFY 2011 apportionment	Funding to be determined		
23328(09)	TTMA	Transit	FTA Section 5317 New Freedom Program, FFY 2011 apportionment	Funding to be determined		
	TTMA	Urbanized Surface Transportation Program	Various Projects selected by INCOG (see Appendix B, page 31 for a list of projects)	\$10,000,000	\$0	\$2,000,000
	Tulsa	Airport Improvement Program	Master Plan Recommendations	\$2,700,000	\$150,000	\$150,000
20924(04)	Tulsa	Bridge	SH 151 over SL & SF RR, .2 mi N of SH 51	\$1,611,982	\$0	\$0
21901(04)	Tulsa	Bridge	Div 8 Bridge repair Sites to be selected later	\$1,000,000	\$0	\$0
21923(04)	Tulsa	Bridge	US 75 over Middle Duck Cr, apprx .9 mi N of Okmulgee CL	\$3,331,429	\$0	\$0
23185(09)	Tulsa	Bridge	2012 Div 8 silane bridges to be determined later	\$100,000	\$0	\$0
21900(04)	Tulsa	Interstate Maintenance	I-244 Fr I-44 W	\$13,000,000	\$0	\$0
20931(04)	Tulsa	National Highway System	US 169 interchange @ Broken Arrow exprswy	\$25,000,000	\$0	\$0
24300(04)	Tulsa	National Highway System	US 75 interchange @ 116th street N	\$7,815,668	\$0	\$0
11768(27)	Tulsa	Planning	SFY 2013 (July 1, 2012 – June 30, 2013) Metro Pln	\$850,000	\$0	\$0
23170(04)	Tulsa	Safety	Safety Imprv within Div 8 Sites to be selected later	\$100,000	\$0	\$0
23169(05)	Tulsa	Special Projects	Concrete rehab within Div 8 Sites to be selected later	\$250,000	\$0	\$0

<b>Job Num.</b>	<b>County</b>	<b>Program</b>	<b>Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
24346(05)	Tulsa	Surface Transportation Program	SH 20 fr .13 mi E of US 75, E 3.5 mi	\$2,000,000	\$0	\$0
24346(06)	Tulsa	Surface Transportation Program	SH 20 fr .13 mi E of US 75, E 3.5 mi	\$1,500,000	\$0	\$0
	Tulsa	Transit	Miscellaneous Shop Equipment	\$48,000	\$0	\$12,000
	Tulsa	Transit	Preventative Maintenance	\$2,300,000	\$0	\$575,000
	Tulsa	Transit	Paratransit Expense	\$1,040,000	\$0	\$260,000
	Tulsa	Transit	Capital Cost of Contracting	\$550,000	\$0	\$825,000
	Tulsa	Transit	Capital Leases	\$25,000	\$0	\$6,250
	Tulsa	Transit	Legal	\$90,000	\$0	\$22,500
	Tulsa	Transit	Computer Hardware	\$208,000	\$0	\$52,000
	Tulsa	Transit	Computer Software	\$180,000	\$0	\$45,000
	Tulsa	Transit	Miscellaneous Office Equipment	\$12,000	\$0	\$3,000
	Tulsa	Transit	Miscellaneous Office Furniture	\$12,000	\$0	\$3,000
	Tulsa	Transit	Audit Services	\$25,000	\$0	\$6,250
	Tulsa	Transit	Security and Emergency Response Plans	\$25,000	\$0	\$6,250
	Tulsa	Transit	Passenger Amenities	\$72,000	\$0	\$18,000
	Tulsa	Transit	Transit Coaches	\$2,000,000	\$0	\$500,000
	Tulsa	Transit	Long Range Planning - System Level	\$156,000	\$0	\$39,000
	Tulsa	Transit	Long Range Planning - Project Level	\$210,000	\$0	\$52,500
	Tulsa	Transit	Short Range Planning	\$220,000	\$0	\$55,000
	Tulsa	Transit	Program Support Administration	\$250,000	\$0	\$62,500
	Tulsa	Transit	Other Activities - MIS	\$174,000	\$0	\$43,500
	Tulsa	Transit	Other Activities - Staff Education and Training	\$60,000	\$0	\$15,000
	Tulsa	Transit	CMAQ - Outreach Activities	\$80,000	\$0	\$20,000

## FFY 2009 – 2012 TIP Annual Summary by Funding Program

2009 Program	Federal	State	Local	Total
Bridge	\$1,155,000	\$0	\$0	\$1,155,000
County Bridge	\$0	\$0	\$4,400,000	\$4,400,000
Congestion Mitigation and Air Quality	\$650,000	\$0	\$162,500	\$812,500
Interstate Maintenance	\$23,779,517	\$4,590,600	\$0	\$28,370,117
National Highway System	\$12,184,696	\$0	\$0	\$12,184,696
Planning	\$850,000	\$0	\$0	\$850,000
Special Projects	\$49,981,000	\$0	\$0	\$49,981,000
State Surface Program	\$0	\$1,244,250	\$0	\$1,244,250
Surface Transportation Program	\$4,012,838	\$0	\$0	\$4,012,838
Transit	\$7,737,000	\$0	\$2,621,750	\$10,358,750
Urbanized Surface Transportation Program	\$10,000,000	\$0	\$2,000,000	\$12,000,000
<b>2009 Total</b>	<b>\$110,350,051</b>	<b>\$5,834,850</b>	<b>\$9,184,250</b>	<b>\$125,369,151</b>

2010 Program	Federal	State	Local	Total
Bridge	\$6,550,000	\$0	\$0	\$6,550,000
Congestion Mitigation and Air Quality	\$650,000	\$0	\$162,500	\$812,500
Interstate Maintenance	\$9,220,961	\$0	\$0	\$9,220,961
National Highway System	\$12,059,461	\$0	\$0	\$12,059,461
Planning	\$850,000	\$0	\$0	\$850,000
Safety	\$130,075	\$0	\$0	\$130,075
Special Projects	\$44,697,924	\$0	\$0	\$44,697,924
State Surface Program	\$0	\$367,580	\$0	\$367,580
Surface Transportation Program	\$10,031,214	\$0	\$0	\$10,031,214
Transit	\$9,857,000	\$0	\$3,151,750	\$13,008,750
Urbanized Surface Transportation Program	\$10,000,000	\$0	\$2,000,000	\$12,000,000
<b>2010 Total</b>	<b>\$104,046,635</b>	<b>\$367,580</b>	<b>\$5,314,250</b>	<b>\$109,728,465</b>

2011 Program	Federal	State	Local	Total
Congestion Mitigation and Air Quality	\$650,000	\$0	\$162,500	\$812,500
Interstate Maintenance	\$47,989,631	\$0	\$0	\$47,989,631
Planning	\$850,000	\$0	\$0	\$850,000
Special Projects	\$21,611,925	\$0	\$0	\$21,611,925
State Surface Program	\$0	\$13,388,103	\$0	\$13,388,103
Surface Transportation Program	\$14,466,396	\$0	\$0	\$14,466,396
Transit	\$7,737,000	\$0	\$2,621,750	\$10,358,750
Urbanized Surface Transportation Program	\$10,000,000	\$0	\$2,000,000	\$12,000,000
<b>2011 Total</b>	<b>\$103,304,952</b>	<b>\$13,388,103</b>	<b>\$4,784,250</b>	<b>\$121,477,305</b>

<b>2012 Program</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
<b>Airport Improvement Program</b>	\$2,700,000	\$150,000	\$150,000	\$3,000,000
<b>Bridge</b>	\$6,043,411	\$0	\$0	\$6,043,411
<b>Congestion Mitigation and Air Quality</b>	\$650,000	\$0	\$162,500	\$812,500
<b>Interstate Maintenance</b>	\$29,510,599	\$0	\$0	\$29,510,599
<b>National Highway System</b>	\$32,815,668	\$0	\$0	\$32,815,668
<b>Planning</b>	\$850,000	\$0	\$0	\$850,000
<b>Safety</b>	\$100,000	\$0	\$0	\$100,000
<b>Special Projects</b>	\$250,000	\$0	\$0	\$250,000
<b>Surface Transportation Program</b>	\$10,883,853	\$0	\$0	\$10,883,853
<b>Transit</b>	\$7,737,000	\$0	\$2,621,750	\$10,358,750
<b>Urbanized Surface Transportation Program</b>	\$10,000,000	\$0	\$2,000,000	\$12,000,000
<b>2012 Total</b>	<b>\$101,540,531</b>	<b>\$150,000</b>	<b>\$4,934,250</b>	<b>\$106,624,781</b>

## Project Selection Criteria

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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 May 2008, The Urbanized Area STP ranking criteria were revised to give greater weight to projects that address safety, system preservation, alternative modes, and serve existing development. With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, projects will be evaluated in August 2008, for eligibility and to establish priorities. Candidate projects will be programmed into the TIP based on priorities and the availability of funds, and selected for construction in order of meeting all requirements and being ready to proceed.

Urbanized Area STP funds are spent within the Tulsa Transportation Management Area, but are not used on roads functionally classified pursuant to federal guidelines as local or rural minor collectors, except for bridges. The allocation of Urbanized Area STP funds to the Tulsa Urbanized Area is based on the 2000 Census population within the Census defined Tulsa Urbanized Area boundary. The Adjusted Tulsa Urbanized Area includes the Cities of, Bixby, Broken Arrow, Catoosa, Coweta, Jenks, Sand Springs, Sapulpa, Sperry, and Tulsa and adjacent portions of Creek, Osage, Rogers, Tulsa, and Wagoner Counties. Entities within the Adjusted Tulsa Urbanized Area are eligible to utilize the Urbanized Area STP funds. Projects located outside the defined Urbanized Area boundary may be considered, but must be sponsored by an eligible entity.

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

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

Projects were previously selected and funded through FFY 2011. INCOG anticipates that applications for projects will be solicited in the summer of 2008 for programming in 2012.

## Financial Resources

More than \$288 million in federal funds are anticipated to be available to the Tulsa Transportation Management Area over the next four years for surface transportation improvements. The resources are expected from a variety of sources, including Federal Highway Administration funds, Federal Transit Administration funds, and Federal Aviation Administration funds, to be matched with miscellaneous local funds provided by local governments in the Tulsa Transportation Management Area. The Budget Summary on page 3 reflects the funds estimated to be available and the proposed expenditure of funds over the TIP period by funding program, while the Source of Revenue Estimates table (below), identifies the source of the estimated federal funds. Local funds programmed in the TIP are those required to match the federal funds, unless otherwise noted.

**Source of Revenue Estimates for the Tulsa TMA**

<i>Funding Program</i>	<i>Source of Revenue Estimate</i>
<b>Urbanized Area Surface Transportation Program</b>	Direct allocation to the Tulsa TMA based on the Tulsa Urbanized Area population.
<b>Interstate Maintenance</b>	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2009 – 2012.
<b>Bridge Program</b>	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2009 – 2012.
<b>National Highway System</b>	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2009 – 2012.
<b>Congestion Mitigation and Air Quality</b>	Direct allocation to the Tulsa TMA by ODOT for ozone reduction and congestion reduction projects.
<b>Surface Transportation Program</b>	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2009 – 2012.
<b>Transit Section 5307</b>	MTTA Urbanized formula apportionment from the Federal Transit Administration.
<b>Transit Section 5309</b>	MTTA Urbanized formula apportionment from the Federal Transit Administration.
<b>Metropolitan Planning Program</b>	Direct FHWA Planning Assistance and FTA Section 5303 allocation funds to the Tulsa TMA based on ODOT's distribution formula.
<b>Airport Improvement Program</b>	FAA entitlement and discretionary funds. Local funding is from Passenger Facility Charges.

## Public Involvement Process

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

As a part of the process to develop the TIP there were several public involvement opportunities available to interested area citizens. At each milestone event, upon the request of interested parties, notices were sent out with the lists of submitted projects from the various agencies. Each Technical Advisory Committee (TAC) and Transportation Policy Committee (TPC) was open to the public to allow area citizens to express their views. The document was made available through INCOG's transportation web page and in the INCOG offices. From May 21 through June 12, 2008 the public had opportunities to present their views and opinions regarding the TIP. In May 2008 the TPC approved the TIP. A direct mailing was sent out to the public involvement database to inform the public of the final TIP document. A public notice was also published in local area newspapers. Consideration by the INCOG Board of Directors is scheduled for June 12, 2008.

A total of 1,219 letters and 1,571 email notices were sent to area citizens. Legal notices were advertised in area newspapers or periodicals. Public Service Announcements were sent to TV stations, newspapers or periodicals, and radio stations. Our web site had over 855 visitors from May 21 through June 12, 2008.

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

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

The Environmental Protection Agency (EPA) standards governing allowable emissions for metropolitan areas mandate that the maximum ozone emissions be measured on a running 8-hour average. Also, the emissions exceedence level must be below 0.075 parts-per-million (ppm). The level will be determined based on the fourth highest emissions level at any monitoring station in the metropolitan area over a three-year average. The TMA has 5 monitoring stations. The EPA implemented the 8-hour standard with the attainment designations April 15, 2004. The TMA, along with the entire State of Oklahoma was designated attainment for the ozone air quality standard.

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

## Long Range Transportation Plan Compliance

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The goals of the *Destination 2030* plan focus on providing a range of transportation choices; providing access to jobs, activities, and services throughout the region; enhancing the livability of the community; promoting the area economy; using resources efficiently, and enhancing the safety and security of the system. Projects in the *TIP* reflect those goals by expanding the modes of transportation, increasing access to employment centers, improving the safety of various components of the surface transportation system, and maximizing the investment in the transportation system in the region.

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

- Continued expansion of I-44 from the Arkansas River east
- Continuation of the Gilcrease Expressway construction from US-75 to the LL Tisdale Expressway and then southwest to I-44
- Several railroad crossing improvement throughout the region
- Numerous bridge maintenance projects throughout the region
- Continuation of the Engineering Design for US-412 from I-244 to the Verdigris River
- Purchase of new vans and buses for the Metropolitan Tulsa Transit Authority
- Continuation of multi-use trails construction.

## Appendix A – Public Involvement Process

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

#### ***Transportation Improvement Program***

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

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

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

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

#### ***The Transportation Improvement Program Plan of Action***

The TIP serves as a short-range implementation program, identifying surface transportation projects to be initiated during the three-year period. Additionally, the TIP is used as a program management tool to gauge progress toward implementing transportation plans for the region. Specifically, improvements contained within the TIP must be consistent with the *2025 Mobility Plan* and the Tulsa Metropolitan Area Major Street and Highway Plan, and should reflect progress toward implementation of the plans in light of the overall transportation goals of the metropolitan area. The projects in the TIP, which have a combination of federal, state, and local

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

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

The Transportation Planning Division will be seeking comments from the public throughout the TIP development process. At key milestones in the process INCOG will provide specific opportunities directly to the public for review and comment on the projects in the TIP. We will be posting all information on our website as well so visit our web page ([www.incog.org/Transportation/Transportation.htm](http://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](mailto:incog@incog.org), by fax 583-1024, phone 584-7526, or mail to 201 W. 5<sup>th</sup> Street, Suite 600, Tulsa, OK 74103

### ***Month by Month Plan of Action***

#### **• November**

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

#### **• January**

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

#### **• March**

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

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

## Appendix B – Project Selection Process

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

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Transportation Policy Committee April 23, 2008

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

Arterial Intersections – Safety and capacity improvements to existing intersections. Sample projects include, but are not limited to:

- Railroad crossing improvements
- Signal prioritization, automation, preemption, and/or synchronization
- Intersection lighting, markings, and/or signage
- Pedestrian safety measures

System Preservation – Maintenance or preservation projects for existing transportation infrastructure. Sample projects include, but are not limited to:

- Pavement resurfacing, replacement, reconstruction and/or rehabilitation
- Pavement management system
- Bridge restoration and/or operational improvements

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

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

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

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

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

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

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

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

## **Eligible Transportation Improvements**

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

- 1) The proposed project must represent at least one of the following:
  - A) An implementation of actions from the *Destination 2030 LRTP*,
  - 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 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/Arterials or Rural Collectors(Major)/Arterials under the Highway Functional Classification System. (Bridges are exempt from this rule).
- 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 eligible to utilize Tulsa Urbanized Area STP funds.
- 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. 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

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The United States Department of Transportation (USDOT) will divide almost \$6 billion dollars per year among the states based on their respective amounts of highway mileage, vehicles miles traveled, and tax payments contributed. 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 \$10 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 within the Tulsa metropolitan area, up to 10 percent of the Urbanized Area STP funds may be set aside for functional planning/engineering and environmental studies; up to 50 percent for right-of-way acquisition and utility relocation; and up to 70 percent for construction related to completion/upgrading of the Expressway System (i.e., Gilcrease Expressway/Parkway and Osage/L.L. Tisdale Expressway). Furthermore, Urbanized Area STP funds may be committed to pay bonds and associated financing for projects completing the Expressway System.

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

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

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

All state and federal requirements in conjunction with the use of federal funds (i.e., uniform relocation, Davis-Bacon, NEPA, etc.) must also be met. In general, it is expected that no single project or entity will be allocated more than 70% of the total STP Urbanized Area funds available per year. Final project scheduling by fiscal year for selected projects will be based on project phasing, project size and anticipated resources available.

## Instructions for Project Submittals

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

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

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

A. Travel Time Improvements	Maximum 16 points
B. Safety Improvements	Maximum 20 points
C. System Maintenance and Management	Maximum 16 points
D. Project Preparation	Maximum 16 points
E. Livability	Maximum 10 points
F. Freight Movement and Intermodal Linkages	Maximum 12 points
G. Special Benefits	Maximum 10 points
	Total 100 points

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

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

INCOG, as the MPO, will notify ODOT of the programming of projects and will provide to ODOT copies of the project sponsors' STP Project Resolution and preliminary cost estimate. The project sponsor must file with ODOT evidence that the local matching share for the proposed project is in hand and immediately available to the project, and three copies of documentation as to the provision of engineering services to the project sponsor for preparation of plans, as applicable, for construction projects. The project sponsor must also execute a project agreement with ODOT.

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. 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.

### Urbanized STP Funding & Program Commitments

<b>Projects Programmed before FFY 2009</b>	<b>Federal</b>	<b>Local</b>
A Street 5th to Cedar/Date (1731004)	\$2,850,000	\$712,500
I-44 Interchange at 163rd & Admiral	\$850,000	\$0
Tucson(121st) 161st to 129th E. Ave	\$1,283,726	\$320,932
Wekiwa Road from River city Park Rd to Wilson	\$2,350,000	\$587,500
49th W. Avenue from Creek Tpk to 91st St South	\$4,000,000	\$1,000,000
Main Street from Levee to Adams St.	\$850,000	\$212,500
Wilson(SH-97) Engineering	\$259,000	\$64,750
Gilcrease West Expressway design, right-of-way and utilities	\$8,058,148	\$2,014,537
SH-51 & SH-72 intersection and UPRR bridge reconstruction	\$2,000,000	\$500,000
Main Street construction from 1st Street to SH-97	\$2,657,124	\$664,281
193rd Street (23rd Street) widening from 71st St (Kenosha) to 81st St (Houston)	\$993,562	\$248,391
<b>FFY 2010 Program</b>		
Gilcrease West Expressway from Edison Street to 41st West Avenue.	\$6,240,000	\$1,560,000
49th West Ave. and I-44 in Town West.	\$660,237	\$165,059
J.M. Davis widening - Lynn Riggs (SH-66) to Will Rogers Blvd.	\$1,277,952	\$319,488
Line and Mission Intersection Improvements.	\$422,188	\$105,547
86th St. North from Main St. to Memorial and Memorial to Mingo	\$3,822,000	\$955,500
<b>FFY 2011 Program</b>		
Gilcrease West Expressway Edison St. to Tisdale Parkway	\$6,480,000	\$1,620,000
SH-97(Wilson Ave.) from W. 2nd St. to Morrow Rd.	\$1,728,000	\$432,000
Main St. from Elm St. to Koa St.	\$1,980,180	\$495,045
Main St. from US-75 to Houston St.	\$2,058,480	\$514,620
Elwood Ave. and 111th St. Intersection	\$552,960	\$138,240

## Appendix C – TIP Development Process

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

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

#### TIP DEVELOPMENT PROCEDURES AND DEADLINES

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

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

## STIP DEVELOPMENT PROCEDURES

PROCEDURE	DEADLINE
The State shall develop a new 4 year Statewide Transportation Improvement Program every 3 years. Development of the STIP shall be directly related to the currently approved 8 Year Construction Work Plan. Thereafter, the STIP will be revised as necessary through a series of amendments, administrative modifications and the annual inclusion of the MPO TIPs without modification.	
Development of the STIP will begin with a request to the FHWA for the current Indian Reservation Roads (IRR) TIP.	January
FTA through ODOT Transit Division will provide a list of all Transit Programs and Funds to be included in each fiscal year of the STIP.	January-February
The Preliminary STIP will be distributed to Federal, State and Local Government agencies, Indian Tribal Governments, the MPOs, public transportation operators and the public for review and comments for a minimum period of twenty-one days.	July-August
All substantive written comments received on the Preliminary STIP will be addressed and included in the Final STIP for presentation to the Oklahoma Transportation Commission for approval. The Final STIP, including the MPO TIPs, will then be forwarded to FHWA and FTA for formal approval prior to implementation.	September

## STIP AND TIP AMENDMENT PROCEDURES

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

(1)	<p>When the MPO approves an amendment to the TIP, a copy of the amendment will be forwarded to ODOT for approval, as the Governor's Designee, and subsequently added to the STIP. ODOT will forward notification of the amendment to FHWA and FTA for review and comment. The MPO will be responsible for advertising the amendment and providing an opportunity for public review and comment in accordance with Title 23 USC 134(j)(1)(B). The public notice must allow a minimum 14 days from first date of publication for public review and comment. MPO will provide ODOT with the publication date, any written substantive comments and appropriate responses.</p> <p>In case of conflicts with MPO amendment request, ODOT will provide a written response within 15 calendar days of receipt of request, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, ODOT will provide the MPO written approval of the amendment and amend the STIP.</p>
(2)	<p>If ODOT approves an amendment to the STIP within the ACOG, INCOG or LMPO metropolitan study area, ODOT will forward notification of the amendment to FHWA and FTA for formal action. ODOT will then make a written request to the MPO to amend the TIP. ODOT will provide the MPO any written substantive comments and appropriate responses.</p> <p>In case of conflict with ODOT amendment request, the MPO will provide a written response within 15 calendar days of receipt of request, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, the MPO will amend their TIP and provide ODOT with written approval of the amendment.</p>
(3)	<p>When the Oklahoma Transportation Commission approves a federally funded project on the State Highway System and adds it to a currently approved STIP, ODOT will forward notification of amendment to FHWA and FTA for formal action. ODOT is responsible for advertising the project for public review in accordance with Title 23 USC 135(g)(3).</p>
	<p>If the Transportation Commission approves a County Road County Bridge, City Street, City Bridge or other local government entity sponsored project, the sponsoring local governmental entity will be responsible for advertising</p>

	the project as an addition to the STIP. The public notice will allow a minimum of 14 days from first date of publication for public review and comment.
NOTE	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 should be sent directly to the FHWA Oklahoma Division general email ( <a href="mailto:www.hdaok@fhwa.dot.gov">www.hdaok@fhwa.dot.gov</a> ), 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 – for FHWA projects only.

## 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. Revision to funding amount listed for the project’s phases. Additional funding is limited to the 20 percent of the project cost;
3. Changes to the source of funds;
4. Changes to project lead agency;
5. Splits or combines individually listed projects; as long as cost, schedule and scope remain unchanged or fall within #2 example;
6. Adding or deleting projects from grouped project (Line Item) listings as long as the funding amounts stay within the guidelines in number two above;
7. Changes in project definition that no longer qualifies as “Line Item” projects.

**B)** All other revisions/changes not identified as administrative modifications would be classified as amendments to the TIP, STIP or long-range statewide or metropolitan transportation plan, subject to public review and comment, demonstration of fiscal constraint and conformity determination in nonattainment and/or maintenance areas.

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

## APPROVAL OF PROCEDURES FOR THE STIP AND TIP

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

We, the undersigned, approve these procedures for developing the STIP and TIP. These revised procedures will become effective March 19, 2008.

DATE SIGNED

2-20-08

2-13-08

2/12/08


2-25-08

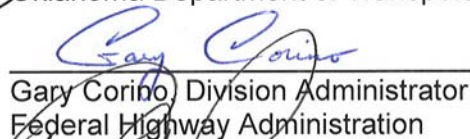
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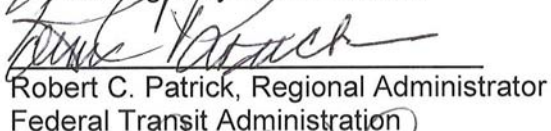
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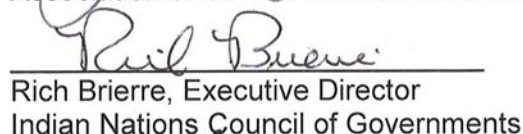
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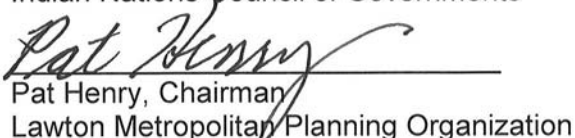
  
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Gary Ridley, Director  
Oklahoma Department of Transportation

  
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Gary Corino, Division Administrator  
Federal Highway Administration

  
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Robert C. Patrick, Regional Administrator  
Federal Transit Administration

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

  
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Rich Brierre, Executive Director  
Indian Nations Council of Governments

  
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Pat Henry, Chairman  
Lawton Metropolitan Planning Organization

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

## Glossary of Terms and Acronyms

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<b>ADA</b>	American with Disabilities Act
<b>BHFY</b>	Federal Bridge Rehabilitation on collector street or greater
<b>BHIY</b>	Federal Bridge Rehabilitation on Interstate
<b>BRFY</b>	Federal Bridge Replacement on collector street or greater
<b>BRO-C</b>	Bridge Replacement on County Roads
<b>CMA</b>	Congestion Mitigation and Air Quality
<b>DPI</b>	Federal-Aid Demonstration Project
<b>EH</b>	Transportation Enhancement
<b>FFY</b>	Federal Fiscal Year
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>IMY</b>	Interstate Maintenance
<b>IMG</b>	Interstate Maintenance Safety
<b>INCOG</b>	Indian Nations Council of Governments
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991
<b>JARC</b>	Job Access-Reverse Commute transit grant
<b>Local</b>	Project funding for local government unit
<b>LRTP</b>	Long-Range Transportation Plan
<b>NHY</b>	National Highway System
<b>NHIY</b>	National Highway System funds used on the Interstate System
<b>ODOT</b>	Oklahoma Department of Transportation
<b>PFC</b>	Airport Passenger Facility Charge
<b>PL</b>	Metropolitan Planning Program
<b>SEC 5303</b>	Metropolitan Planning for Transit
<b>SEC 5307</b>	Urbanized Area Formula Program for Transit
<b>SEC 5309</b>	Capital Program for Transit
<b>SEC 5310</b>	Capital Program for Transit serving the elderly/handicapped
<b>SFY</b>	State Fiscal Year
<b>SH</b>	State Highway designation
<b>STIP</b>	Statewide Transportation Improvement Program
<b>STPY</b>	Surface Transportation Program
<b>TAC</b>	Technical Advisory Committee
<b>TIA</b>	Tulsa International Airport
<b>TIP</b>	INCOG Transportation Improvement Program
<b>TMA</b>	INCOG Transportation Management Area
<b>TPC</b>	INCOG Transportation Policy Committee