

FFY 2024 – 2027 Transportation Improvement Program

For the Tulsa Transportation Management Area

DRAFT FOR PUBLIC COMMENT
11/15/2021



Proposed for approval and endorsement by the INCOG Board of Directors 12/12/2023

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Contacting INCOG

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

Phone: 918-584-7526

E-mail: transportation@incog.org

Web Page: www.incog.org/Transportation

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

Resolution

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

A RESOLUTION TO ADOPT THE *FFY 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM* FOR THE TULSA TRANSPORTATION MANAGEMENT AREA

WHEREAS, the Indian Nations Council of Governments, as the Metropolitan Planning Organization designated by the Governor of the State of Oklahoma for the Tulsa Metropolitan Area, is responsible for the operation and maintenance of a comprehensive, cooperative and continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process is carried out by the Indian Nations Council of Governments through a Memorandum of Understanding with the Oklahoma Department of Transportation and the Metropolitan Tulsa Transit Authority, dated April, 1975; and

WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134, Title 23, United States Code, of Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL); and

WHEREAS, a Transportation Improvement Program for the Tulsa Transportation Management Area, containing highway, transit, bicycle/pedestrian, and air quality improvement projects expected to be carried out from FFY 2024 to FFY 2027, 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 2024 – 2027 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2024 – 2027 Transportation Improvement Program* for the Tulsa Transportation Management Area.

Indian Nations Council of Governments

Date

Oklahoma Department of Transportation

Date

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Introduction & Background

The Tulsa metropolitan region's changing pattern of land development and travel demand requires a continuous program of managing and improving the area's surface transportation system. The availability of good surface transportation facilities and services has always been one of the major factors affecting industrial location, commercial activity, and residential development in a changing metropolitan environment. In fact, the transportation system plays a central role in the lives of the citizens of the region as they go about their daily business and activities. If the metropolitan area is to enjoy an enhanced quality of life and maintain a competitive position both regionally and nationally, a transportation improvement program is necessary to assure that the transportation system is positioned to make a positive contribution.

The Federal Fiscal Year (FFY) 2024 – 2027 Transportation Improvement Program (TIP) presents a program of improvements to the surface transportation system within the Tulsa Transportation Management Area (see map on page 9) to be implemented with federal matching funds. The projects, which have a combination of federal, state, and local funding sources, cover a wide range of transportation modes, including streets and highways, public transportation, bicycle and pedestrian facilities, and airport improvements. Planned improvements include new construction; expansion of existing services and facilities; operation, maintenance and reconstruction of existing facilities; efficiency improvements to increase the effectiveness of existing transportation investments; and projects specifically identified for their ability to maintain the Tulsa area's "clean air" status.

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

The TIP serves as a short-range implementation program, identifying projects to be initiated during the upcoming four-year period. Additionally, the TIP is used as a program management tool, to gauge progress toward implementing transportation plans for the region. Specifically, improvements contained within the TIP must be consistent with approved transportation plans, primarily the Regional Transportation Plan (RTP), and the Tulsa Metropolitan Area Major Street and Highway Plan (MSHP), and should reflect progress toward implementation of the plans in light of the overall transportation goals of the metropolitan area.

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

TIP Document Organization

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

- The projects are grouped by year and within each year they are grouped by County in alphabetical order and then by Job Number.
- Summaries of funding by program for each year follow the project listings
- Because the TIP is a dynamic document, being updated or occasionally amended, a page has been included at the front with information on contacting INCOG's Transportation Division

Finally, the list of projects will be included in the Programs/Projects section on the web page (www.incog.org/transportation), and will be updated as often as necessary.

The TIP's Relationship to the Metropolitan Transportation Plan

Connected 2050 is INCOG's current Metropolitan Transportation Plan (MTPMTP). This plan sets the vision and strategy for all regional transportation decision-making for the next 30 years. The projects and strategies are intended to lead to the development of an integrated, intermodal transportation system that moves people and goods in the INCOG region.

The goals of the 2050 Regional Transportation Plan focuses on providing a range of transportation choices; providing access to jobs, activities, and services throughout the region; enhancing the livability of the community; promoting the area economy; using resources efficiently, and enhancing the safety and security of the system. Projects in the TIP reflect those goals by expanding the modes of transportation, increasing access to employment centers, improving the safety of various components of the surface transportation system, and maximizing the investment in the transportation system in the region.

The MTP planning process assesses existing conditions and needs to develop an overall vision and goals for the region's future transportation system. It is based on a "performance-based planning" approach, which measures performance of the transportation system based on goals and data to inform future multimodal transportation planning. The plan document includes projects, strategies, and recommendations that fulfill the vision and meet the identified goals.

Essential ways INCOG's Connected 2050 MTP and the TIP are connected:

- The 2024-2027 TIP implements a portion of the projects listed in Connected 2050, some by way of new projects and some by way of projects carried over from the 2022-2025 TIP.
- Any project proposed or included in the TIP must come from the fiscally constrained list of projects in Connected 2050.
- Detailed information including, project scope, cost, and funding sources is evaluated in all projects proposed for the TIP to ensure that they are consistently aligned with the MTP.

Who Develops the TIP

Metropolitan Planning Organizations (MPOs) are regional policy-making bodies for transportation planning in urban areas with populations over 50,000. MPOs are responsible for transportation plans and programs, like the TIP, that are based on a continuing, cooperative, and comprehensive (3-C) planning process in cooperation with the State of Oklahoma and other transit operators in our region.

Internal

The INCOG Board of Directors: is the decision-making authority for INCOG. The board of directors is responsible for determining what projects are selected to receive program funds from INCOG programs, takes final action on funding decisions and amendments, and has the overall authority to include or remove projects within the TIP and other INCOG funding sources.

INCOG Policy Committee: regarding the TIP is the committee that reviews and recommends projects to be included in the TIP and all TIP amendments.

INCOG Technical Committee: receives TIP updates and amendments from INCOG staff and does the initial review for the INCOG policy committee and board of directors.

External

The Oklahoma Department of Transportation (ODOT): serves as a cooperative partner and oversight agency for INCOG. ODOT provides information that is used in the development and maintenance of the TIP.

The US Department of Transportation (USDOT): is the agency that serves as a cooperative partner and oversight agency to INCOG and ODOT. The primary federal agencies that INCOG works with include the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Project Sponsors: are responsible for implementing the projects in the TIP. Projects' sponsors also coordinate with INCOG, ODOT, and other agencies. Ultimately, project sponsors are responsible for the completion of their projects once included with the INCOG TIP. Project sponsors are typically a governmental entity or transit agency that is responsible for the local share of a project's cost.

The Public: provides project sponsors, elected officials, and INCOG with input on projects in the INCOG region. There are a variety of opportunities for the public to provide input on TIP projects detailed in Appendix A of this document and in INCOG's Public Participation Plan (PPP), which can be found on the INCOG website.

Once the TIP has been approved and adopted by INCOG it is sent to the Oklahoma Department of Transportation for incorporation into the Statewide Transportation Improvement Program (STIP), which is approved by the US Department of Transportation. The TIP is amended as needed and described in the program revisions section of this document.

TIP Project Prioritization & Purpose

The FFY 2024-27 TIP includes a listing of projects for FFY 2024 through FFY 2027. The projects included in FFY 2024 have been identified to be of the highest priority and most ready for implementation. This means that local matching funds have been secured, environmental review and site preparation for construction projects have been accomplished within the funding period, and the project is anticipated to result in the obligation of federal funds during FFY 2024. Projects for future implementation are those identified in the later years. The projects included in this TIP represent the priorities of the MPO for implementation within the INCOG area. All projects included in the TIP are consistent with the region's Long Range Transportation Plan, Connected 2050. The intention of the TIP is to fulfill the following:

- To provide continuity of current transportation improvement projects with those identified in previous TIPs.
- To identify transportation projects recommended for implementation by transportation mode, type of improvement, funding source(s), and geographic area.
- To establish a prioritization of projects to effectively utilize federal funds as they become available.
- To identify and implement transportation improvements which will reduce congestion, increase mobility and safety, and enhance the region's air quality.
- To utilize performance-based planning and programming techniques by establishing and monitoring regional performance measures and targets.

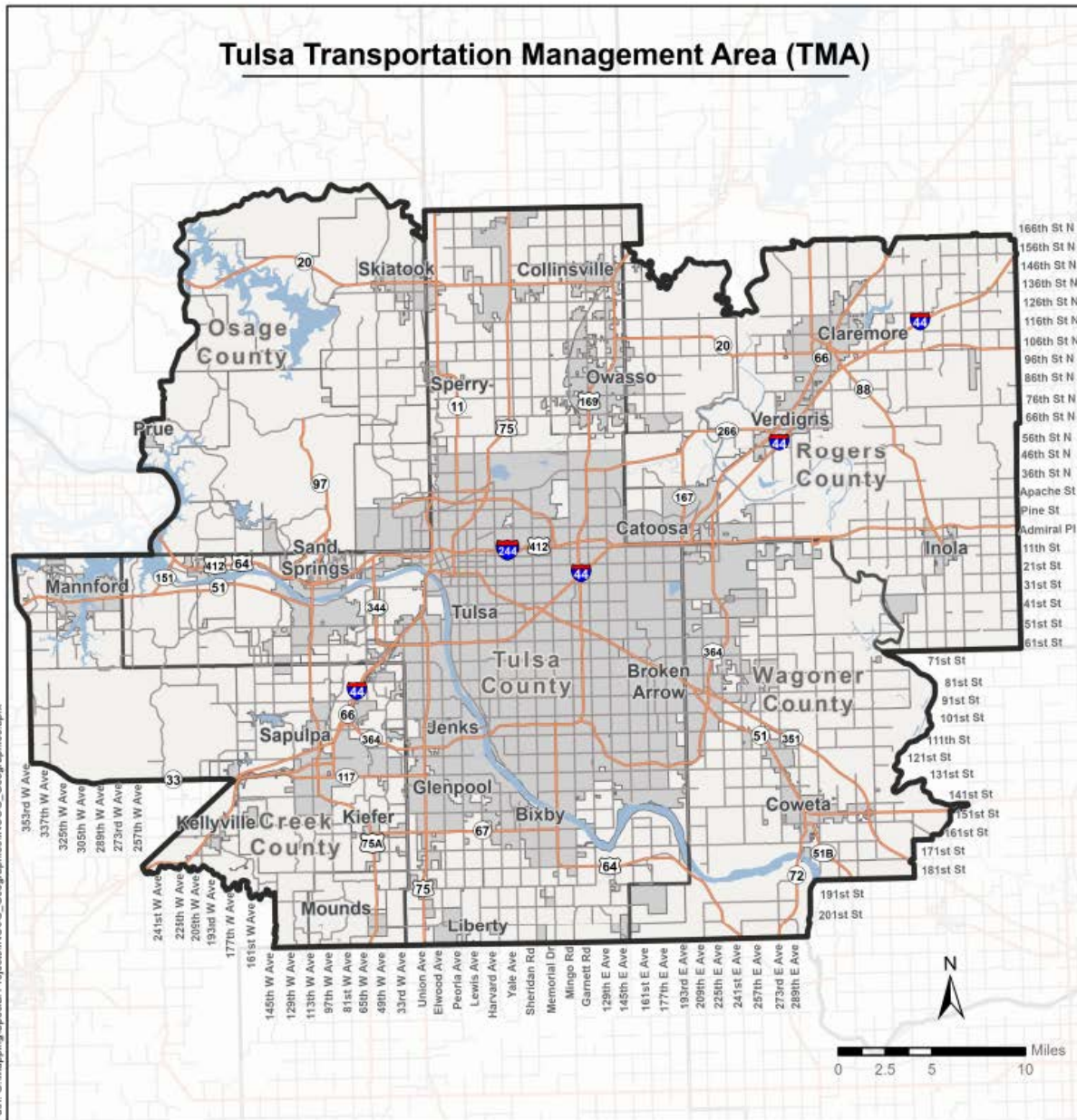
The 2024 – 2027 TIP is INCOG's second TIP to implement within the updated long range transportation plan – Connected 2050. The TIP development process can be found in appendix B (TIP Development Process) of this document.

Metropolitan Planning Area Boundary

The Transportation Improvement Program (TIP) must cover the entire census delineated urban area plus that area likely to urbanize over the next 20 years. This larger area is called the Metropolitan Planning Area. A map of the Urban Area may be found on page 9. The TIP must include all federally funded surface transportation projects and all regionally significant surface transportation projects regardless of funding source. As of 2020, the population of the Tulsa Urban Area was 722,810. Only urbanized areas with a population of at least 200,000 receive suballocated federal funds under certain FHWA programs.

The population of the MPA is predominately urban, with nearly 85% of its population residing within the incorporated cities of Bixby, Broken Arrow, Catoosa, Collinsville, Coweta, Fair Oaks, Glenpool, Jenks, Owasso, Sand Springs, Sapulpa, and the core city, Tulsa. Other cities like Claremore, Kiefer, Mounds, Skiatook, Sperry and Verdigris are outside the Tulsa Urban Area but within the MPA boundary.

Tulsa Metropolitan Planning Area Boundary



Path: G:\Mapping\Special Projects\INCOG_Geographies\INCOG_Geographies.aprx



Fiscal Constraint of the FFY 2024 – 2027 Urbanized Area Funds

This TIP is prepared based on an estimated amount of funds available to the Tulsa TMA over the TIP timeframe. To ensure that the region’s STBG-UZA projects are financially constrained, an estimated apportionment for the INCOG region was developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The estimate is based on the STBG-UZA apportionment that was received from previous years under FAST Act and was increased each year based upon annual funding increases anticipated under the Infrastructure Investment and Jobs Act (IIJA).

The TIP serves as the region’s agreed-upon spending plan for maintaining and improving the regional transportation system with federal, state, and local government funding over the next four years. The fiscally constrained financial plan demonstrates how the total estimated costs of the projects in this TIP do not exceed the funds expected to be available for them in FFY2024-FFY2027 after routine operations and maintenance costs and debt service payments are subtracted from expected revenues. The Table below illustrates this.

Funding for transportation projects in this region comes from a variety of sources and programs. Broadly speaking, these can be categorized by the level of government that provides the funds: federal, state, or local. By demonstrating the region can afford the projects in the TIP while adequately maintaining the existing federal-aid system, the TIP becomes a program of committed projects designed to achieve the vision for the regional transportation system that is laid out in the region’s long-range Metropolitan Transportation Plan – Connected 2050

INCOG – Federal Funding Forecast FFY 2023-2027

INCOG	PROGRAM	2022	2023	2024	2025	2026	2027	Total
	5310		\$ 940,854	\$ 959,671	\$ 978,488	\$ 997,305	\$ 1,016,122	\$ 4,892,441
CMAQ		\$ 950,000	\$ 969,000	\$ 988,000	\$ 1,007,000	\$ 1,026,000	\$ 4,940,000	
CRP		\$ 2,100,000	\$ 2,142,000	\$ 2,184,000	\$ 2,226,000	\$ 2,268,000	\$ 10,920,000	
NEVI		\$ 985,000	\$ 1,004,700	\$ 1,024,400	\$ 1,044,100	\$ 1,063,800	\$ 5,122,000	
STBG		\$ 23,300,000	\$ 23,766,000	\$ 24,232,000	\$ 24,698,000	\$ 25,164,000	\$ 121,160,000	
TAP	\$ 2,350,162	\$ 2,100,000	\$ 2,142,000	\$ 2,184,000	\$ 2,226,000	\$ 2,268,000	\$ 13,270,162	
TOTAL		\$ 30,375,854	\$ 30,983,371	\$ 31,590,888	\$ 32,198,405	\$ 32,805,922	\$ 160,304,603	

MTTA	PROGRAM	2023	2024	2025	2026	2027	Total
	5307		\$ 9,136,672	\$ 9,319,405	\$ 9,502,139	\$ 9,684,872	\$ 9,867,606

Federal Discretionary	2023	2024	2025	2026	2027	Total
		\$ 27,900,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000

Program Revisions

Projects included in the TIP may be considered for amendment and/or revision. Amendments to the TIP may not exceed the federal, state, and local funds anticipated to be available in order to maintain the financial constraint requirement for the TIP. Modifications to the TIP requested by communities within the TMA or other implementing agencies must have the approval of the INCOG technical and policy committee's prior to going to the Board of Directors for approval. Following MPO approval, each amendment is forwarded to ODOT for approval, as the Governor's designee, and inclusion in the Statewide Transportation Improvement Program (STIP).

Electronic Transportation Improvement Program

In the summer of 2023, INCOG began transitioning the TIP program to an eTIP website known as Eco-Interactive. This transition will computerize the INCOG TIP for better information management and decision support which will provide user friendly, functional and efficient tools for managing the program. Member entities will be able to access and monitor their respective projects over the lifecycle of the TIP while the general public will be able to view current and past TIP projects. Once the computerized version of the eTIP is launched access will be open to everyone at the following address:



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
SURFACE TRANSPORTATION PROJECTS
FFY 2024-2027**

Federal Fiscal Year 2024 (FFY 2024)

County	JP No.	Hwy	FFY	Description	Length	Federal	State	Other	Total
CREEK	3513304	SH033	2024	SH-33: FROM 17.1 MILES EAST OF PAYNE COUNTY LINE, EXTEND EAST 6.46 MILES	6.46	\$2,307,000	\$0	\$0	\$2,307,000
OSAGE	2426704	SH020	2024	SH-20: FROM 4.06 MILES WEST OF THE TULSA C/L, EAST 2.4 MILES	2.40	\$6,088,000	\$1,522,000	\$0	\$7,610,000
OSAGE	2704005	SH018	2024	SH18: FROM 5.68 MILES NORTH OF PAWNEE C/L, NORTH APPROX. 3.2 MILES	3.20	\$0	\$2,241,698	\$0	\$2,241,698
OSAGE	2704006	SH018	2024	SH18: FROM 5.68 MILES NORTH OF PAWNEE C/L, NORTH APPROX. 3.2 MILES	3.20	\$896,679	\$224,170	\$0	\$1,120,849
OSAGE	3107504	SH018	2024	SH-18: OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL	0.20	\$872,879	\$3,915,517	\$0	\$4,788,396
OSAGE	3631004	SH123	2024	SH-123: FROM SH-11, EXTEND NORTH 4.5 ML	4.50	\$1,300,000	\$0	\$0	\$1,300,000
ROGERS	2089909	SH066	2024	SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44	0.16	\$2,905,670	\$2,905,670	\$0	\$5,811,340
ROGERS	3109204	SH066	2024	SH-66: BEGIN 5.25 MI SW OF CRAIG CL AND EXTEND NE 5.25 MI	5.23	\$4,782,000	\$4,702,000	\$0	\$9,484,000
ROGERS	3269404	US412	2024	US-412: FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES	6.44	\$0	\$22,633,028	\$0	\$22,633,028
ROGERS	3512804	SH066	2024	SH-66: FROM 2.63 MILES NORTH OF SH-28A, EXTEND NORTH 6.32 MILES	6.32	\$0	\$1,633,000	\$0	\$1,633,000
ROGERS	3549304	IS044	2024	SH-66/I-44/US-412: (OPERATIONAL IMPROVEMENTS)	1.97	\$6,000,000	\$23,140,000	\$0	\$29,140,000
ROGERS	3551007	US412	2024	US-412: AT 4170 RD	0.10	\$0	\$0	\$11,400,000	\$11,400,000
TULSA	3378811	IS044	2024	I-44: AT THE US-75 INTERCHANGE WP 5	1.00	\$0	\$0	\$67,380,000	\$75,000,000
TULSA	3430304	US064	2024	US-64 81ST W AVE UNDER 10.0 MILES SE OSAGE COUNTY	0.50	\$0	\$1,000,000	\$0	\$1,000,000
TULSA	3430704	US064	2024	US-64 81ST W AVE UNDER 10.0 MILES SE OSAGE COUNTY	0.50	\$0	\$1,000,000	\$0	\$1,000,000
TULSA	3443604	US169	2024	US-169: FROM EAST 66TH STREET NORTH 2 MILES TO 86TH STREET	2.00	\$6,496,117	\$1,438,835	\$0	\$7,934,951
TULSA	3512504	US064	2024	US-64 OVER 7TH STREET (EB & WB) 10.8 MILES SE OSAGE COUNTY	0.20	\$0	\$2,358,491	\$0	\$2,358,491
TULSA	3514104	SH051	2024	SH-51 OVER ARKANSAS (NB) 0.3 MILES NORTH JUNCTION SH 97	0.22	\$0	\$500,000	\$0	\$500,000
TULSA	3514504	US064	2024	US-64 OVER 161ST & SHELL CREEK (WB) 4.6 MILES SE C/L	0.05	\$0	\$500,000	\$0	\$500,000
TULSA	3514804	US064	2024	US-64 OVER 161ST & SHELL CREEK (EB) 4.6 MILES SE C/L	0.05	\$0	\$500,000	\$0	\$500,000
TULSA	3551305	US064	2024	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	6.37	\$411,650	\$102,913	\$0	\$514,563
TULSA	3551306	US064	2024	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	6.37	\$205,825	\$51,456	\$0	\$257,282
WAGONER	3064804	SH051	2024	SH-51: AT MP 2.20 (91ST ST S)	0.30	\$252,427	\$1,009,709	\$0	\$1,262,136
WAGONER	3380605	SH051	2024	SH-51: BEGIN 0.43 MI E OF MIDWAY RD, EXTEND NE TO MUSKOGEE TURNPIKE RW	0.99	\$8,155,340	\$2,038,835	\$0	\$10,194,175
WAGONER	3380606	SH051	2024	SH-51: BEGIN 0.43 MI E OF MIDWAY RD, EXTEND NE TO MUSKOGEE TURNPIKE UT	0.99	\$233,010	\$58,252	\$0	\$291,262

Federal Fiscal Year 2025 (FFY 2025)

County	JP No.	Hwy	FFY	Description	Length	Federal	State	Other	Total
Creek	3511305	US075A	2025	US-75A: FROM 5.17 MILES NORTH TO THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO	5.63	\$245,283	\$66,038	\$0	\$311,321
Creek	3511306	US075A	2025	US-75A: FROM 5.17 MILES NORTH TO THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO	5.63	\$75,472	\$18,868	\$0	\$94,340
Osage	3429904	SH020	2025	SH-20: BEGIN 5.0 MILES EAST OF THE JUNCTION WITH SH-99, EXTEND EAST 7.91 MI	7.91	\$2,200,000	\$0	\$0	\$2,200,000
Osage	3430004	SH020	2025	SH-20: BEGIN 13.05 MILES EAST OF THE JUNCTION WITH SH-99, EXTEND EAST 6.35	6.35	\$1,846,000	\$0	\$0	\$1,846,000
Osage	3513904	SH020	2025	SH-20 OVER HOMINY CREEK 13.0 MILES EAST JUNCTION SH99	0.1	\$0	\$250,000	\$0	\$250,000
Rogers	1998311	SH412P	2025	SH-412P: INTERCHANGE AT US-412, 5.37 MI EAST OF I-44	0.5	\$9,000,000	\$4,100,000	\$0	\$13,100,000
Rogers	3032304	SH266	2025	SH-266: 0.45 MILES EAST OF TULSA C/L EAST TO JCT SH-266/SH-167	2.55	\$2,881,553	\$720,388	\$0	\$3,601,942
Rogers	3109304	US412	2025	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	0.3	\$0	\$0	\$11,200,000	\$11,200,000
Rogers	3109305	US412	2025	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	0.3	\$120,000	\$30,000	\$0	\$150,000
Rogers	3109306	US412	2025	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	0.3	\$20,000	\$50,000	\$0	\$70,000
Rogers	3270004	SH066	2025	SH-66: AT DENBO ST., 1.5 MILES N US-412	0.1	\$776,699	\$194,175	\$0	\$970,874
Rogers	3509104	SH266	2025	SH-266: AT SH-167 JUNCTION TO SH-66 JUNCTION	0.76	\$411,321	\$102,830	\$0	\$514,151
Rogers	3514004	SH020	2025	SH-20 OVER DOG CREEK 1.2 MILES EAST JUNCTION SH 66	0.01	\$0	\$650,000	\$0	\$650,000
Rogers	3636904	US412	2025	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	0.1	\$4,000,000	\$1,000,000	\$0	\$5,000,000
Rogers	3636905	US412	2025	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	0.1	\$120,000	\$30,000	\$0	\$150,000
Rogers	3636906	US412	2025	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	0.1	\$50,000	\$20,000	\$0	\$70,000
Tulsa	1098007	IS044	2025	I-44: AT BROKEN ARROW EXPRESSWAY INTERCHANGE	0.3	\$1,478,207	\$369,552	\$0	\$1,847,759
Tulsa	1098010	IS044	2025	I-44: AT BROKEN ARROW EXPRESSWAY INTERCHANGE	0.3	\$0	\$3,811,745	\$0	\$3,811,745
Tulsa	2093105	US169	2025	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY	0.5	\$0	\$3,296,602	\$0	\$3,296,602
Tulsa	2093106	US169	2025	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY	0.5	\$1,136,155	\$284,039	\$0	\$1,420,194
Tulsa	2889605	US064	2025	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2	\$0	\$3,379,212	\$0	\$3,379,212
Tulsa	2889606	US064	2025	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2	\$1,593,206	\$398,301	\$0	\$1,991,507
Tulsa	2969308	IS044	2025	I-44: NORTH & SOUTHBOUND, 33RD WEST AVE, UNDER 0.6 MILES EAST OF SH-66	0.1	\$1,590,657	\$397,664	\$0	\$2,000,000
Tulsa	3037404	US075	2025	US-75: OVER 81ST STREET SOUTH, NORTHBOUND AND SOUTHBOUND,	0.2	\$10,770,257	\$3,466,767	\$3,898,539	\$18,135,564
Tulsa	3107904	SH011	2025	SH-11: OVER BIRD CREEK, LOCATED 2 MI SOUTH WASHINGTON C/L	0.2	\$3,072,044	\$768,506	\$0	\$3,840,550
Tulsa	3109504	SH011	2025	SH-11: 86TH ST APPROXIMATELY 5.6 MI NORTH OF GILCREASE	1	\$1,315,200	\$328,800	\$0	\$1,644,000
Tulsa	3422405	SH020	2025	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75	4.07	\$155,215	\$38,804	\$0	\$194,019
Tulsa	3422406	SH020	2025	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75	4.07	\$232,823	\$58,206	\$0	\$291,029
Tulsa	3422504	US075	2025	US-75: FROM SH-20 EXTEND NORTH 3.45 MILES	3.45	\$5,347,170	\$5,347,170	\$0	\$10,694,340
Tulsa	3547704	US169	2025	US-169: FROM 1.6 MI NORTH OF I-44, EXTEND NORTH 4.68 MI	4.68	\$4,400,000	\$1,100,000	\$0	\$5,500,000
Tulsa	3563904	US075	2025	US-75 OVER POLECAT CREEK (EB & WB) 4.8 MILES NORTH JUNCTION SH 67	0.1	\$0	\$1,000,000	\$0	\$1,000,000
Tulsa	3281704	SH051	2025	SH-51: SH-51 @ ONETA RD.	0.02	\$0	\$330,189	\$0	\$330,189
Wagoner	3346004	SH051	2025	SH-51: FROM 0.23 MI S OF 81ST TO 0.1 MI S OF 111TH IN COWETA	5	\$2,264,151	\$566,038	\$0	\$2,830,189

Federal Fiscal Year 2026 (FFY 2026)

County	JP No.	Hwy	FFY	Description	Length	Federal	State	Other	Total
Creek	2442504	US075A	2026	US-75A: APPROX. 0.34 MI. NORTH OF THE OKMULGEE C/L	5.5	\$7,520,000	\$1,880,000	\$0	\$9,400,000
Creek	3270304	SH051	2026	SH-51: EB OVER SALT CREEK, 16.2 MILES EAST OF JCT. OF SH-99	0.3	\$2,020,032	\$505,008	\$0	\$2,525,040
Osage	3635305	US064	2026	US-64: AT DIAMOND HEAD RD APPROX. 0.5 MILES WEST OF SH-151	1.31	\$160,000	\$40,000	\$0	\$200,000
Osage	3635306	US064	2026	US-64: AT DIAMOND HEAD RD APPROX. 0.5 MILES WEST OF SH-151	1.31	\$80,000	\$20,000	\$0	\$100,000
Rogers	2976704	US412	2026	US-412 OVER SH-88 & RR	0.1	\$0	\$3,000,000	\$0	\$3,000,000
Rogers	3636804	SH088	2026	SH-88: AT OTTER CREEK, APPROX. 5.7 MILES NORTH OF US-412	0.2	\$0	\$1,000,000	\$0	\$1,000,000
Tulsa	2982804	US075	2026	US-75 OVER THE AT&SF RR, 0.7 MILES NORTH OF THE I-244 JCT.	0.1	\$0	\$3,750,000	\$0	\$3,750,000
Tulsa	3060204	US064	2026	US-64: OVER 177TH WEST AVE. EAST AND WESTBOUND, 3.6 MILES SE C/L	0.01	\$841,680	\$210,420	\$0	\$1,052,100
Tulsa	3107804	IS244	2026	I-244: AT UTICA AND LEWIS LOCATED 0.65 AND 1.2 MILES EAST OF I-444	0.2	\$0	\$4,138,826	\$0	\$4,138,826
Tulsa	3108004	US064	2026	US-64: OVER MAIN ST, 49TH W AVE, & 33RD W AVE LOCATED	0.2	\$3,829,126	\$957,282	\$0	\$4,786,408
Tulsa	3108204	IS444	2026	I-444: AT DENVER AVENUE, LOCATED 0.7 MI E OF I-244	0.2	\$1,892,755	\$473,189	\$0	\$2,365,944
Tulsa	3109804	SH020	2026	SH-20: AT 145TH 0.5 MILES EAST OF US-169	0.04	\$895,733	\$223,933	\$154,437	\$1,274,103
Tulsa	3195804	SH011	2026	SH-11: OVER MEMORIAL DR. 4.44 MILES SE US-75	0.2	\$1,899,948	\$474,987	\$0	\$2,374,935
Tulsa	3196004	US064	2026	US-64: OVER QUANAH AVENUE, 14.5 MILES SE OSAGE C/L	0.2	\$799,862	\$199,965	\$0	\$999,827
Tulsa	3196104	SH051	2026	SH-51: AT PEORIA AVE OVER SH-51, 0.4 MILES E OF I-444	0.2	\$1,555,686	\$388,922	\$0	\$1,944,608
Tulsa	3196604	SH151	2026	SH-151: FROM SH-51 TO US-64	2.274	\$6,605,505	\$1,467,890	\$0	\$8,073,395
Tulsa	3270404	SH051	2026	SH-51: OVER 21ST STREET, 1.8 MILES EAST OF PEORIA AVE.	0.2	\$0	\$1,683,360	\$0	\$1,683,360
Tulsa	3378810	IS044	2026	I-44: AT THE US-75 INTERCHANGE WP 4	1	\$0	\$0	\$20,700,000	\$20,700,000
Tulsa	3382904	-	2026	RAMP REHAB IN MULTIPLE LOCATIONS IN TULSA COUNTY.	0	\$6,605,505	\$1,651,376	\$0	\$8,256,881
Tulsa	3515604	US169	2026	US-169: UNDER E. 96TH STREET. APPROX. 5 MILES NORTH OF SH-266	0.2	\$7,339,450	\$1,834,862	\$0	\$9,174,312
Tulsa	3632704	-	2026	LANSING RD ALONG I-444	0.13	\$0	\$500,000	\$0	\$500,000
Tulsa	3632904	-	2026	POWDER COATING MULTIPLE LOCATIONS WITHIN CITY OF TULSA	0	\$0	\$500,000	\$0	\$500,000
Tulsa	3633004	-	2026	US-169 AND I-244: PAINT MULTIPLE LOCATIONS IN TULSA	0	\$0	\$500,000	\$0	\$500,000
Wagoner	3380604	SH051	2026	SH-51: FROM 0.45 MI. NORTH OF E. 111TH ST. ALONG SH-51, EXTEND NE 0.85 MI.	0.991	\$733,945	\$183,486	\$0	\$917,431
Wagoner	3565904	SH051	2026	SH-51: BEGIN 3.67 MI EAST OF SH-72 JCT, EXT EAST 5.10 MI	5.1	\$3,315,000	\$0	\$0	\$3,315,000

Federal Fiscal Year 2027 (FFY 2027)

County	JP No.	Hwy	FFY	Description	Length	Federal	State	Other	Total
Rogers	3032306	SH266	2027	SH-266: 0.45 MILES EAST OF TULSA C/L EAST TO JCT SH-266/SH-167	2.55	\$7,600,000	\$1,900,000	\$0	\$9,500,000
Rogers	3509204	SH167	2027	SH-266/SH-167: INTERSECTION IMPROVEMENTS	0.2	\$800,000	\$200,000	\$0	\$1,000,000
Rogers	3628805	SH066	2027	SH-66: FROM 2 MI WEST OF SH-266 EXTEND EAST 5 MI	5	\$240,000	\$60,000	\$0	\$300,000
Rogers	3628806	SH066	2027	SH-66: FROM 2 MI WEST OF SH-266 EXTEND EAST 5 MI	5	\$100,000	\$50,000	\$0	\$150,000
Tulsa	2093104	US169	2027	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY(SELECT MOVEMENTS)	0.5	\$24,800,000	\$6,200,000	\$0	\$31,000,000
Tulsa	2889604	US064	2027	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2	\$5,600,000	\$5,600,000	\$0	\$11,200,000
Tulsa	3036604	IS244	2027	US-75: OVER I-244 & RR, 2.2 MILES NORTH OF I-44	0.1	\$0	\$2,000,000	\$0	\$2,000,000
Tulsa	3270504	IS444	2027	I-444: AT 12TH STREET, 0.5 MILES EAST OF JCT. I-244	0.04	\$0	\$2,104,200	\$0	\$2,104,200
Tulsa	3383904	IS444	2027	I-444: UNDER BOULDER AVE., 1.02 MILES EAST OF I-244	0.2	\$2,020,032	\$505,008	\$0	\$2,525,040
Tulsa	3510804	SH051	2027	SH-51: FROM 4.43 MILES EAST OF SH-151 EXTEND EAST 5.67 MILES TO SH-97	4.4	\$6,820,000	\$1,705,000	\$0	\$8,525,000
Tulsa	3511504	US169	2027	US-169: FROM 51ST STREET EXT. NORTH 3.64 MILES	3.637	\$4,000,000	\$26,000,000	\$0	\$30,000,000
Tulsa	3512005	US075	2027	US-75: FROM 151ST NORTH 3 MILES TO 121ST.	3	\$0	\$2,000,000	\$0	\$2,000,000
Tulsa	3512006	US075	2027	US-75: FROM 151ST NORTH 3 MILES TO 121ST	3	\$1,000,000	\$0	\$0	\$1,000,000
Tulsa	3551304	US064	2027	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	6.367	\$15,200,000	\$3,800,000	\$0	\$19,000,000
Tulsa	3589704	-	2027	SH-11: OVER EDISON ROAD EAST & WESTBOUND, JCT. I-244/SH-11 (NW CORNER IDL)	0.2	\$1,600,000	\$400,000	\$0	\$2,000,000



**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)
SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)**

PROGRAM OF PROJECTS

TULSA URBANIZED AREA

Surface Transportation Block Grant Program

INCOG, as the Metropolitan Planning Organization (MPO) for the Tulsa metropolitan area, is required to establish a selection process for the distribution of Surface Transportation Block Grants Program (STBGP) funds. Priority funding is given to projects that meet federal regulations and help advance the Regional Transportation Plan (RTP). As a Transportation Management Area, INCOG receives an annual distribution of Surface Transportation Block Grant Program (STBG-UZA) funds according to the formula outlined in the IIJA Bill. The amount of funding received is based on the population of the Tulsa Urbanized Area.

Selection of STBG-UZA funded projects for the TIP is performed in accordance with the MPO adopted Surface Transportation Block Grant Program project prioritization and selection process for the Tulsa Urbanized Area Funds. STBG-UZA project requests are evaluated and prioritized in accordance with the adopted Criteria and Process for Evaluation of STBG-UZA Projects as part of the development (or update) of each TIP.

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

- System Preservation – Maintenance or preservation projects for existing transportation infrastructure.
- System Management and Integration – Technology systems for the management of, and communication between, transportation-related systems.
- Arterial Intersections – Safety and capacity improvements to existing intersections.
- Transportation Alternatives – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage.
- Capacity Expansion -- Construction projects that add capacity to an existing roadway or construction of new facilities.

With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, proposed projects will be evaluated for eligibility and priority based on a selection process based on a comparative ranking procedure to help identify regional priorities. Selected projects will be included in the Transportation Improvement Program (TIP) for the Tulsa Transportation Management Area (TMA)

INCOG Regional Surface Transportation Block Grant Program of Projects

ODOT JP No.	Sponsor of Project	Location	Local/Other		Total
			Federal	Funding	
OTA Project	OTA/ODOT	Gilcrease West Expressway Annual GARVEE Funding	\$6,000,000	\$1,500,000	\$7,500,000
34739(04)	City of Bixby	SH-67/151 St Corridor Access Study	\$180,000	\$60,000	\$240,000
36245(04)	City of Bixby	Posey Creek Trail on Harvard - 141st and 151st	\$429,908	\$143,303	\$573,211
30917(04)	City of Broken Arrow	23rd Street (193rd E Ave) 81st St to 101st St	\$5,000,000	\$1,250,000	\$6,250,000
33310(04)	City of Broken Arrow	Olive Ave from Kenosha to Albany	\$3,930,000	\$3,000,000	\$6,930,000
34738(04)	City of Broken Arrow	Elm Place: Kenosha to SH-51	\$3,000,000	\$3,400,000	\$6,400,000
36448(04)	City of Broken Arrow	23rd Street: Albany to Omaha	\$3,000,000	\$7,473,000	\$10,473,000
36453(04)	City of Broken Arrow	Houston: 9th St to Hwy 51	\$3,000,000	\$6,534,000	\$9,534,000
TBD	City of Broken Arrow	Omaha Street and Aspen Ave Intersection	\$1,110,000	\$280,000	\$1,390,000
TBD	City of Broken Arrow	Aspen Ave Improvements: Jasper St and Aspen Ave Intersections	\$1,500,000	\$375,000	\$1,875,000
29324(04)	City of Catoosa	161st E Ave: E Skelly Drive to Pine Street & Intersections	\$1,413,198	\$527,470	\$1,940,668
35721(04)	City of Collinsville	5th Street: 144th St to 126th Street	\$576,005		\$576,005
TBD	City of Collinsville	Broadway Street: 5th to 19th Street	\$3,000,000	\$1,407,254	\$4,407,254
TBD	City of Glenpool	Elwood Ave Study: 137th St to 151st St	\$677,160	\$225,720	\$902,880
30160(04)	City of Jenks	Elwood Phase 3: Main Steet to 111th E Ave	\$1,962,001	\$490,500	\$2,452,501
35725(04)	City of Jenks	Aquarium Place: S Elm St to S Aquarium Drive	\$544,589	\$204,153	\$748,742
36452(04)	City of Jenks	96th Street Bridge Preventative Maintenance	\$322,250	\$107,450	\$429,700
36450(04)	City of Jenks	121st Street Trail from Elm to Elwood	\$336,450	\$112,150	\$448,600
TBD	City of Jenks	Elwood Ave: Right-of-Way from W 91st St to W 96th St	\$500,000	\$125,000	\$625,000
33317(04)	City of Owasso	116th Street N & 129th E Ave	\$1,561,366	\$2,050,000	\$3,611,366
35723(04)	City of Owasso	Main Street: Broadway to E 11th Street	\$0	\$3,550,183	\$3,550,183
TBD	City of Owasso	86th St N Improvements	\$3,000,000	\$4,107,045	\$7,107,045
29307(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 1	\$1,306,185	\$435,395	\$1,741,580
30731(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 2	\$795,500	\$198,875	\$994,375
32532(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 3	\$1,789,278	\$1,869,628	\$3,658,906
35940(04)	City of Sand Springs	West 41st St: Between 129th W Ave and SH-97	\$750,000	\$1,299,915	\$2,049,915
TBD	City of Sand Springs	E 41st St Rehabilitation	\$2,763,542	\$1,041,181	\$3,804,723
29328(04)	City of Sapulpa	Taft & Hickory Intersection	\$107,000	\$101,317	\$208,317
29329(04)	City of Sapulpa	Dewey & Mission Intersection	\$149,711	\$37,428	\$187,139
31554(04)	City of Sapulpa	Canyon Road: SH-66 to Freedom Road	\$329,353	\$342,796	\$672,149
TBD	City of Sapulpa	East Dewey Ave: Improvements from Main St to Elm St	\$2,248,664	\$2,639,736	\$4,888,400
34731(04)	City of Tulsa	71st St & S Sheridan Intersection	\$2,900,000	\$730,000	\$3,630,000
31077(05)	City of Tulsa	I-244 Bridge Rehab over BNSF	\$180,000	\$20,000	\$200,000
TBD	City of Tulsa	81st Street from Tacoma to Olympia	\$2,700,000	\$900,000	\$3,600,000
35719(04)	City of Tulsa	Lewis Ave: Pine Street to Admiral Ave	\$750,000	\$320,000	\$1,070,000
35719(04)	City of Tulsa	Pine Street: Peoria Ave to Lewis Ave	\$750,000	\$320,000	\$1,070,000
36449(04)	City of Tulsa	11th: Utica to Lewis Rehabilitation	\$2,800,000	\$1,160,000	\$3,960,000
36451(04)	City of Tulsa	Mingo Rd: 61st to 71st Rehabilitation	\$3,000,000	\$1,240,000	\$4,240,000
TBD	City of Tulsa	Peoria Ave: Pine to Admiral & Pine St: Lewis to Harvard	\$2,880,000	\$960,000	\$3,840,000
TBD	City of Tulsa	Pine Street & Pine Street/Mingo Intersection	\$2,910,000	\$970,000	\$3,880,000
30885(04)	Tulsa County	E 51st Street South: 161st E Ave to 177th E Ave	\$4,672,500	\$1,557,500	\$6,230,000
35938(04)	Tulsa County	101st South and Garnett Road Intersection	\$750,000	\$2,918,500	\$3,668,500
35939(04)	Tulsa County	76th Street N: Starting West of Sheridan to Mingo	\$490,300		\$490,300
35937(04)	Tulsa County	Avery Dr Rehabilitation: 21st Street to SH-97	\$722,000	\$110,000	\$832,000
36240(04)	Tulsa County	101st Street S and Mingo Rd	\$3,000,000	\$1,130,350	\$4,130,350
TBD	Tulsa County	West 21st Street: From Hwy 344 to 23rd St	\$1,542,400	\$514,530	\$2,056,930
29395(08)(09)	Wagoner County	101st St From 217th to 241st St	\$3,560,000	\$2,452,359	\$6,012,359
29395(08)(09)	Wagoner County	101st Street: 209th E Ave to Oneta Rd/SH-51		\$1,897,641	\$1,897,641
TBD	Grand Gateway	Regional	\$350,800	\$87,700	\$438,500

*Project selection for FFY 2026 and 2027 will begin in the first quarter of 2024. Once Selected projects are approved by the INCOG Board, they will be added to the FFY 2024-27 TIP through the Amendment Process



**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)
TRANSPORTATION ALTERNATIVES (TAP)**

PROGRAM OF PROJECTS

TULSA URBANIZED AREA

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a program through the Infrastructure Investment and Jobs Act (IIJA) and is a set-aside of the Surface Transportation Block Grant (STBG) program. TAP projects are federally funded, community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. Much like the STBG program, funding for these projects is suballocated to the INCOG region by the states. TAP projects must be one of several eligible activities and must relate to surface transportation, including but not limited to the following:

- Pedestrian and Bicycle Facilities (including ADA improvements)
- Vegetation Management
- Safe Routes for Non-Drivers
- Archaeological Activities
- Conversion of Abandoned Railway Corridors to Trails
- Environmental Mitigation
- Scenic Turn-Outs and Overlooks
- Stormwater Mitigation
- Outdoor Advertising Management
- Wildlife Management
- Historic Preservation & Rehabilitation of Historic Transportation Facilities

States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs. The IIJA Act also newly allows each urbanized area of this size to use up to half of its sub allocated TA funds for any STBG-eligible purpose but still subject to the TA-wide requirement for competitive selection of projects.

FFY 2024-27 Transportation Enhancement (TE) Program & Transportation Alternative Program (TAP) of Projects

ODOT JP No.	Sponsor of Project	Location	Local/Other		Total
			Federal	Funding	
34066(04)	City of Broken Arrow	Broken Arrow Creek Trail Phase II	\$750,000	\$306,900	\$1,056,900
35445(04)	City of Broken Arrow	Hawk Beacons and Sidewalk/Sidepath	\$857,802	\$285,934	\$1,143,736
38101(04)	City of Broken Arrow	Oak Ave Bike Route & Florence Street HAWK Pedestrian Signal	\$765,000	\$255,000	\$1,020,000
38076(04)	City of Catoosa	Trail from Rodgers Sports Complex to Apt. Trail under Rt. 66	\$614,897	\$153,724	\$768,621
38103(04)	City of Collinsville	SRTS/Herald Elementary & ECDC 8' Sidepath	\$558,000	\$139,500	\$697,500
38031(04)	City of Collinsville	SRTP 19th St: From Hwy 20 to Veterans	\$1,164,867	\$291,217	\$1,456,084
35446(04)	City of Coweta	SRTS Project	\$684,558	\$171,140	\$855,698
38026(04) 38032(04)	City of Clarmore	Trail from S. Brady St to W Dupont St	\$770,400	\$192,600	\$963,000
28845(04)	City of Glenpool	Bicycle/Pedestrian Sidewalk Expansion	\$550,800	\$137,700	\$688,500
38104(04)	City of Glenpool	SRTS and SRTP project: Black and Gold Park	\$962,208	\$240,552	\$1,202,760
38028(04)	City of Glenpool	SRTS on Warrior Rd: 146th to 141st St	\$479,680	\$119,920	\$599,600
38106(04)	City of Jenks	Aquarium Drive and Elm St Trail Improvements	\$719,444	\$179,861	\$899,305
34067(04)	City of Sand Springs	81st W Ave Connector Trail	\$750,000	\$530,661	\$1,280,661
38109(04)	City of Sapulpa P&R	Bivens Creek Bridge Restoration	\$400,000	\$100,111	\$500,111
38024(04)	City of Skiatook	Sidewalks on W.C. Rogers Blvd: B St to E St	\$929,242	\$269,780	\$1,199,022
28846(04)	City of Tulsa	ADA Arterial Sidewalk Project	\$600,000	\$200,000	\$800,000
34065(04)	City of Tulsa	Mingo Valley Trail 51st to 61st Street	\$500,000	\$420,000	\$920,000
34065	City of Tulsa	Mingo Creek Trail I-244 to Pine Street	\$750,000	\$740,000	\$1,490,000
35488(04)(05)	City of Tulsa	ADA & Memorial	\$615,000	\$205,000	\$820,000
35933(04)	City of Tulsa	Vensel Creek River Trail	\$107,193	\$26,798	\$133,991
35934(04)	City of Tulsa	SRTS & RRFB's	\$550,000	\$180,000	\$730,000
38111(04)	City of Tulsa	RPA Trail: 103rd to 110th St	\$1,000,000	\$1,504,659	\$2,504,659
38113(04)	City of Tulsa P&R	Osage Prairie Trail & Midland Valley Wayfinding	\$272,000	\$68,000	\$340,000
38117(04)	Downtown Tulsa Partnership	Downtown Denver Ave Corridor Design: 1st St to 8th St	\$622,944	\$155,736	\$778,680
35458(04)	River Parks Authority	Eagle Preserve Trail	\$460,285	\$115,071	\$575,356
35484(04)	Tulsa County	Safe Route to Park	\$444,164	\$148,055	\$592,219
38033(04)	Tulsa County/Turley	SRTP: Sidepath from 56th St N to N. Memorial	\$1,036,800	\$115,200	\$1,152,000
38116(04)	Tulsa Public Schools	SRTS/Safety First Initiative	\$1,000,000	\$248,000	\$1,248,000

*Project selection for FFY 2025, 2026 and 2027 will begin in the first quarter of 2024. Once Selected projects are approved by the INCOG Board, they will be added to the FFY 2024-27 TIP through the Amendment Process



**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM &
CARBON REDUCTION PROGRAM LIST OF PROJECTS**

TULSA URBANIZED AREA

FFY 2024-27 Congestion Mitigation and Air Quality (CMAQ) Projects

FFY 2023-26 Carbon Reduction Program (CRP) Projects

Energy and Environmental Sustainability Programs

The impact of transportation on Northeast Oklahoma's air quality is a component of INCOG's regional planning efforts. Since the establishment of comprehensive federal and state emission regulations by the 1970 Clean Air Act, research has continued to demonstrate the relationship between public health and air quality. While INCOG is not a regulatory body it does work to promote compliance with the Environmental Protection Agency's (EPA's) National Ambient Air Quality Standards (NAAQS) through a variety of programs in the INCOG TMA.

The purpose of the CMAQ program is to help urban areas meet the requirements of the Clean Air Act for ground level ozone, particulate matter and carbon monoxide. A complete list of eligible activities under this program may be found at: [Bipartisan Infrastructure Law - Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

INCOG has decided to administer this program using these general categories.

- **Pedestrian & Bicycle Projects** – Expanding Bike Share to New Areas within the Tulsa Urban Area, Eliminating Sidewalk Gaps, Connecting Neighborhoods to Trails, Adding Protected Bicycle Lanes, etc.
- **Environmental Projects** – Installing electric charging stations at public locations, Supporting Free Fare for Transit during Ozone Alert Season, Supporting the Air Quality Education Program aka Ozone Alert.

As has been the case for many years, projects selected for funding with CMAQ funds will be selected on a demonstration basis. There will not be a competitive solicitation of applications.

Although the INCOG TMA is in compliance with the federal air quality standards, regional leaders continue to explore strategies that will maintain and improve our air quality. INCOG works with a multitude of stakeholders on air quality related activities with a particular focus on ground-level Ozone and Carbon Monoxide. These emissions reductions efforts are reported to EPA annually as part of EPA's Ozone Advance Program. Northeast Oklahoma must remain vigilant in promoting good air quality habits if we are to remain in compliance in the future.

Additional information about Central Oklahoma's air quality status and the region's efforts to remain in attainment with the National Ambient Air Quality Standards can be found online at https://www.incog.org/Environmental_Planning/environment_main.html

Carbon Reduction Program (CRP)

With passage of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), Congress created the new Carbon Reduction Program. The purpose of this program is to reduce transportation emissions, defined as carbon dioxide emissions from on-road sources. A complete list of eligible activities under this program may be found at: [Bipartisan Infrastructure Law - Carbon Reduction Program \(CRP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

INCOG has decided to administer this program using four general categories.

- **Pedestrian & Bicycle Projects** – Eliminating Sidewalk Gaps, Connecting Neighborhoods to Trails, Adding Protected Bicycle Lanes, etc.
- **Public Transit Projects** – Conversion of Fleets to Electric or Hydrogen Fuels.
- **Green Streets** – Conversion of City Owned Streetlights and Traffic Signals to LED. Planting Trees along Major Transportation Facilities (e.g., regional trails, arterial streets) and other Key Transportation Locations (e.g., BRT stations, historic downtowns, etc.).
- **ITS & Traffic Operations Centers** – Construct a suburban Traffic Operations Center, including necessary communications equipment to connect traffic signals.

As discussed with the Technical Committee and Policy Committee previously, projects selected for funding with CRP funds will be selected on a demonstration basis. There will not be a competitive solicitation of applications.

Congestion Management and Air Quality (CMAQ) FFY 2023 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$475,000	\$118,750	\$593,750
Environmental	\$475,000	\$118,750	\$593,750
	\$950,000	\$237,500	\$1,187,500

Congestion Management and Air Quality (CMAQ) FFY 2024 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$484,500	\$121,125	\$605,625
Environmental	\$484,500	\$121,125	\$605,625
	\$969,000	\$242,250	\$1,211,250

Congestion Management and Air Quality (CMAQ) FFY 2025 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$494,000	\$123,500	\$617,500
Environmental	\$494,000	\$123,500	\$617,500
	\$988,000	\$247,000	\$1,235,000

Congestion Management and Air Quality (CMAQ) FFY 2026 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$503,500	\$125,875	\$629,375
Environmental	\$503,500	\$125,875	\$629,375
	\$1,007,000	\$251,750	\$1,258,750

Congestion Management and Air Quality (CMAQ) FFY 2027 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$513,000	\$128,250	\$641,250
Environmental	\$513,000	\$128,250	\$641,250
	\$1,026,000	\$256,500	\$1,282,500

Carbon Reduction Program FFY 2023 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$525,000	\$131,250	\$656,250
Green Streets	\$525,000	\$131,250	\$656,250
Public Transit	\$525,000	\$131,250	\$656,250
ITS & TOCs	\$525,000	\$131,250	\$656,250
	\$2,100,000	\$525,000	\$2,625,000

Carbon Reduction Program FFY 2024 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$535,500	\$133,875	\$669,375
Green Streets	\$535,500	\$133,875	\$669,375
Public Transit	\$535,500	\$133,875	\$669,375
ITS & TOCs	\$535,500	\$133,875	\$669,375
	\$2,142,000	\$535,500	\$2,677,500

Carbon Reduction Program FFY 2025 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$546,000	\$136,500	\$682,500
Green Streets	\$546,000	\$136,500	\$682,500
Public Transit	\$546,000	\$136,500	\$682,500
ITS & TOCs	\$546,000	\$136,500	\$682,500
	\$2,184,000	\$546,000	\$2,730,000

Carbon Reduction Program FFY 2026 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$556,500	\$139,125	\$695,625
Green Streets	\$556,500	\$139,125	\$695,625
Public Transit	\$556,500	\$139,125	\$695,625
ITS & TOCs	\$556,500	\$139,125	\$695,625
	\$2,226,000	\$556,500	\$2,782,500

Carbon Reduction Program FFY 2027 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	\$567,000	\$141,750	\$708,750
Green Streets	\$567,000	\$141,750	\$708,750
Public Transit	\$567,000	\$141,750	\$708,750
ITS & TOCs	\$567,000	\$141,750	\$708,750
	\$2,268,000	\$567,000	\$2,835,000



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

**ENHANCED MOBILITY FOR SENIORS AND PERSONS WITH
DISABILITY PROGRAM OF PROJECTS**

ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

INCOG, in coordination with local officials, was designated by the Governor of Oklahoma as the organization responsible for developing and implementing the Coordinated Public Transit-Human Services Transportation Plan (CTP) and a process to select and prioritize projects for the Tulsa Transportation Management Area (TMA).

The Tulsa Region Coordinated Transportation Plan was developed under MAP-21 and was endorsed and adopted in January 2015. INCOG is the designated recipient for Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, for the Tulsa Region.

The FTA Section 5310 Elderly and Persons with Disabilities Program currently provides capital assistance to organizations that serve the specialized transportation needs of the elderly and persons with disabilities. Federal matching funds pay for 80 percent of the cost of accessible vehicles with the remainder paid for by the requesting organization. Each Section 5310 recipient is also responsible for ongoing maintenance and operation costs once the vehicle has been acquired.

Eligible Section 5310 activities include improvements beyond the requirements of the Americans with Disabilities Act (ADA). IIJA also continued the geographic distribution of funds based on population—large urban, small urban, and rural—rather than the previous single distribution to the state as a whole.

For distribution of any funds under Section 5310, projects selected have to be included in the Coordinated Plan. This plan specifically focuses on the transportation needs of elderly and people with disabilities. The Coordinated Transportation Plan for the Tulsa region includes the five-county TMA region, comprising Tulsa, Creek, Osage, Rogers, and Wagoner counties. The plan was last updated in January 2021.

Section 5310 Approved Projects for Federal Fiscal Year 2017

Operator	Description	Federal	Local	Total
1. DaySpring Villa	Operating expenses, preventive maintenance, and one vehicle	\$56,696	\$40,424	\$97,120
2. INCOG VRC	Contract with VRC to provide services for veterans	\$61,115	\$15,280	\$76,395
TOTAL		\$117,811	\$55,704	\$173,515

Section 5310 Approved Projects for Federal Fiscal Year 2018

Operator	Description	Federal	Local	Total
1. INCOG VRC	Third-party contract	\$25,000	\$6,250	\$31,250
2. Life Senior Services (C.A.N. Rides)	Operating Expenses	\$10,000	\$10,000	\$20,000
TOTAL		\$35,000	\$16,250	\$51,250

Section 5310 Approved Projects for Federal Fiscal Year 2019

Operator	Description	Federal	Local	Total
1. City of Tulsa	Third-party contract	\$72,867	\$18,217	\$91,084
2. Kibois	Operating Expenses	\$79,950	\$79,950	\$159,900
3. United Community Action (Cimarron)	One vehicle	\$137,070	\$24,189	\$161,259
4. A New Leaf	One vehicle	\$52,260	\$9,223	\$61,483
5. Grand Gateway (Pelivan Transit)	One vehicle	\$101,832	\$17,971	\$119,803
6. The Spring	Operating Expenses	\$10,000	\$10,000	\$20,000
7. The Bridges Foundation	Operating Expenses	\$15,000	\$15,000	\$30,000
TOTAL		\$468,979	\$174,550	\$643,529

Section 5310 Approved Projects for Federal Fiscal Year 2020

Operator	Description	Federal	Local	Total
1. Grand Gateway (Pelivan Transit)	Operating expenses and one vehicle	\$94,203	\$30,904	\$125,107
2. A New Leaf	Operating expenses and one vehicle	\$101,133	\$70,283	\$171,416
TOTAL		\$195,336	\$101,187	\$296,523

Section 5310 Approved Projects for CRRSAA

Operator	Description	Federal	Local	Total
1. Life Senior services	Third-party contract	\$109,519	\$0	\$109,519
TOTAL		\$109,519	\$0	\$109,519

Section 5310 Approved Projects for American Rescue Plan (ARP)

Operator	Description	Federal	Local	Total
1. Grand Gateway (Pelivan Transit)	Operating expenses	\$49,521	\$0	\$49,521
TOTAL		\$49,521	\$0	\$49,521

Section 5310 Approved Projects for Federal Fiscal Year 2021

Operator	Description	Federal	Local	Total
1. Kibois	Operating Expenses	\$112,178	\$112,178	\$224,356
2. United Community Action (Cimarron)	One ADA 7-passenger van for Creek and Osage County	\$94,001	\$16,589	\$110,590
3. A New Leaf	Operating Expenses	\$34,676	\$34,676	\$69,352
4. Morton	One ADA 6-passenger mini van	\$62,169	\$10,971	\$73,140
5. Life Senior Services	One ADA 6-passenger mini van	\$56,972	\$10,054	\$67,026
6. Youth Services	Service contract with MODUS	\$16,648	\$4,162	\$20,810
7. Rogers County Adult Day Center	Operating Expenses	\$40,736	\$40,736	\$81,472
8. MTTA	Service contract for on-demand program in Broken Arrow	\$125,000	\$31,250	\$156,250
9. Blessings to Share Foundation	Uber/Lyft rides	\$7,800	\$7,800	\$15,600
10. Gatesway Foundation	Operating Expenses	\$30,385	\$30,385	\$60,770
11. INCOG Administration	Program Administration	\$64,507	\$0	\$64,507
TOTAL		\$645,072	\$298,801	\$943,873

Section 5310 Approved Projects for Federal Fiscal Year 2022

Operator	Description	Federal	Local	Total
1. Ki Bois Transit	Operating Expenses	\$122,500	\$122,500	\$245,000
2. Grand Gateway dba Pelivan Transit	Catoosa, Rogers County on demand transportation project	\$42,771	\$42,771	\$85,542
3. A New Leaf	Operating expenses	\$130,398	\$130,398	\$260,796
4. Morton Comprehensive Health Services	One ADA 14-passenger van	\$108,952	\$19,227	\$128,179
5. Life Senior Services	Three ADA 5-passenger mini vans	\$170,916	\$30,162	\$201,078
6. City of Sand Springs	One ADA 15-passenger van	\$105,958	\$18,698	\$124,656
7. Veterans Ride Connect	Veterans trips - contract	\$12,000	\$3,000	\$15,000
8. City of Tulsa	Service contract for Mental Health Program	\$139,170	\$34,793	\$173,963
9. INCOG Administration	Program Administration (10%)	\$92,518	\$ -	\$92,518
TOTAL		\$925,183	\$401,549	\$1,326,732

Section 5310 Approved Projects for Federal Fiscal Year 2023

Operator	Description	Federal	Local	Total
1. Ki Bois Transit	One ADA 7-passenger van for Coweta, Wagoner County	\$85,122	\$15,022	\$100,144
2. Grand Gateway dba Pelivan Transit	Catoosa, Rogers County on demand project	\$94,263	\$94,263	\$188,526
3. Cimarron Transit	Four 7-passenger vans for Creek Cou	\$417,384	\$73,656	\$491,040
4. City of Broken Arrow	Contract for on demand transportation project	\$250,000	\$62,500	\$312,500
5. INCOG Administration	Program Administration (10%)	\$94,085	\$ -	\$94,085
TOTAL		\$940,854	\$245,441	\$1,186,295

*Project selection for FFY 2024, 2025, 2026 and 2027 will begin in the first quarter of 2024. Once Selected projects are approved by the INCOG Board, they will be added to the FFY 2024-27 TIP through the Amendment Process



**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)
FEDERAL TRANSIT ADMINISTRATION
METROPOLITAN TULSA TRANSIT AUTHORITY (MTTA)**

PROGRAM OF PROJECTS

FFY 2024 Tulsa Transit Projects

Count	Sec	Type	Mode	Desc.	FTA	Local	Total
Tulsa	TBD	Transit Capital	Transit	Preventive Maintenance	\$3,500,000	\$875,000	\$4,375,000
Tulsa	TBD	Transit Capital	Transit	Operations	\$3,746,000	\$3,476,000	\$6,952,000
Tulsa	TBD	Transit Capital	Transit	Leases/Audit Services	\$108,000	\$27,000	\$135,000
Tulsa	TBD	Transit Capital	Transit	Long & Short Range	\$484,000	\$121,000	\$605,000
Tusa	TBD	Transit Capital	Transit	Capital	\$99,581	\$248,953	\$124,465
Tusa	TBD	Transit Capital	Transit	Safety	\$64,898	\$16,225	\$81,123
Tusa	TBD	Transit Capital	Transit	Security	\$86,532	\$21,633	\$108,165
Tulsa	5339C	Transit Capital	Transit	No Lo Emission Buses	\$6,666,105	\$1,666,526	\$8,332,631
Tulsa	5339C	Transit Capital	Transit	No Lo Emission Buses	\$4,800,375	\$1,200,094	\$6,000,469

FFY 2025 Tulsa Transit Projects

Count	Sec	Type	Mode	Desc.	FTA	Local	Total
Tulsa	TBD	Transit Capital	Transit	Preventive Maintenance	\$3,500,000	\$875,000	\$4,375,000
Tulsa	TBD	Transit Capital	Transit	Operations	\$3,746,000	\$3,476,000	\$6,952,000
Tulsa	TBD	Transit Capital	Transit	Leases/Audit Services	\$108,000	\$27,000	\$135,000
Tulsa	TBD	Transit Capital	Transit	Long & Short Range	\$484,000	\$121,000	\$605,000
Tulsa	TBD	Transit Capital	Transit	Capital	\$99,581	\$248,953	\$124,465
Tusa	TBD	Transit Capital	Transit	Safety	\$64,898	\$16,225	\$81,123
Tusa	TBD	Transit Capital	Transit	Security	\$86,532	\$21,633	\$108,165

FFY 2026 Tulsa Transit Projects

Count	Sec	Type	Mode	Desc.	FTA	Local	Total
Tulsa	TBD	Transit Capital	Transit	Preventive Maintenance	\$3,500,000	\$875,000	\$4,375,000
Tulsa	TBD	Transit Capital	Transit	Operations	\$3,746,000	\$3,476,000	\$6,952,000
Tulsa	TBD	Transit Capital	Transit	Leases/Audit Services	\$108,000	\$27,000	\$135,000
Tulsa	TBD	Transit Capital	Transit	Long & Short Range	\$484,000	\$121,000	\$605,000
Tulsa	TBD	Transit Capital	Transit	Capital	\$99,581	\$248,953	\$124,465
Tusa	TBD	Transit Capital	Transit	Safety	\$64,898	\$16,225	\$81,123
Tusa	TBD	Transit Capital	Transit	Security	\$86,532	\$21,633	\$108,165

FFY 2027 Tulsa Transit Projects

Count	Sec	Type	Mode	Desc.	FTA	Local	Total
Tulsa	TBD	Transit Capital	Transit	Preventive Maintenance	\$3,500,000	\$875,000	\$4,375,000
Tulsa	TBD	Transit Capital	Transit	Operations	\$3,746,000	\$3,476,000	\$6,952,000
Tulsa	TBD	Transit Capital	Transit	Leases/Audit Services	\$108,000	\$27,000	\$135,000
Tulsa	TBD	Transit Capital	Transit	Long & Short Range	\$484,000	\$121,000	\$605,000
Tulsa	TBD	Transit Capital	Transit	Capital	\$99,581	\$248,953	\$124,465
Tusa	TBD	Transit Capital	Transit	Safety	\$64,898	\$16,225	\$81,123
Tusa	TBD	Transit Capital	Transit	Security	\$86,532	\$21,633	\$108,165

MPO SELF-CERTIFICATION

Metropolitan Transportation Planning Process Self-Certification

The Oklahoma Department of Transportation (ODOT) and the INCOG (Indian Nations Council of Governments), the designed Metropolitan Planning Organization for the Tulsa Transportation Management area hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 200d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
4. Section 1101(b) of the MAP-21 legislation and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.) and 49 CFR parts 27, 37 and 38
7. The older American Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Indian Nations Council of Governments

Date

Oklahoma Department of Transportation

Date

INCOG – Surface Transportation Project Selection Process

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

INCOG established a process for the prioritization of transportation projects to be funded with Urbanized Area Surface Transportation Block Grant (STBG) funds for inclusion into the TIP for the Tulsa Transportation Management Area. In 2022, The Urbanized Area STP ranking criteria were revised to provide direct application for funding for all communities in the TMA. With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, projects are evaluated annually for eligibility and to establish priorities. Candidate projects will be programmed into the TIP based on priorities and the availability of funds, and selected for construction in order of meeting all requirements and being ready to proceed. It is customary for INCOG to revise the selection criteria for various project categories based on the need, funding constraints, implementation guidelines, following federal and state guidance. The current STBG application can be found on INCOG's website at

https://www.incog.org/Transportation/transportation_main.html

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 2020 Census population within the Census defined Tulsa Urbanized Area boundary. The Adjusted Tulsa Urbanized Area currently includes the Cities of, Bixby, Broken Arrow, Catoosa, Coweta, Jenks, Sand Springs, Sapulpa, Sperry, and Tulsa and adjacent portions of Creek, Osage, Rogers, Tulsa, and Wagoner Counties. Urbanized area is expected to change with the FHWA consent to adding Glenpool and Owasso based on Census proposal and it will be adjusted accordingly. Entities within the Adjusted Tulsa Urbanized Area are eligible to utilize the Urbanized Area STP funds. Projects located outside the defined Urbanized Area boundary may be considered, but must be sponsored by an eligible entity.

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

- A. Travel Time Improvements
- B. Safety Improvements
- C. System Maintenance and Management
- D. Livability
- E. Freight Movement & Intermodal
- F. Project Preparation
- G. Multijurisdictional
- H. Transportation Equity/Access/Mobility

Projects were previously selected and funded through FFY 2025. INCOG anticipates that project selection and programming for INCOG Surface Transportation Projects for 2026 will take place in FFY 2024.

Public Involvement Process

INCOG's public participation goals and objectives are outlined in the Public Participation Plan (PPP). The PPP acts as the framework that guides the public participation process in all of INCOG's planning activities, including the development of the Transportation Improvement Plan. Public involvement activities related to the development and maintenance of the TIP are detailed in INCOG's Public Involvement Process (Appendix A.)

As a part of the process to develop the TIP there were several public involvement opportunities available to interested area citizens. As a part of continuous process to seek input and/or provide information at each milestone event, upon the request of interested parties, public notices are published with a list of submitted projects from the various agencies available via the INCOG website. Each Technical Advisory Committee (TAC) and Transportation Policy Committee (TPC) was open to the public to allow area citizens to express their views. The document was made available through INCOG's transportation web page and in the INCOG offices. From November 13th through December 12, 2023 the public had opportunities to present their view and opinions regarding the TIP. It is anticipated that in December 2023 the INCOG Board will approve the TIP. A direct email was sent out to the area agencies, stakeholders and public involvement database to inform the public of the final TIP document. A public notice was also published in local area newspapers. Consideration by the INCOG Board of Directors is scheduled for December 12, 2023.

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

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

FFY 2024 – 2027 Transportation Improvement Program Performance Measures – Management

The Infrastructure, Investment and Jobs ACT (IIJA) and its predecessor, Fixing America's Surface Transportation Act (FAST Act), require that state DOTs, MPOs, and transit agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance-based approach to transportation planning and programming is intended to ensure the most efficient use of transportation funds, facilitate improved investment decision-making, and increase accountability and transparency. INCOG must demonstrate that the TIP "makes progress towards achieving the performance targets" and that the TIP includes, "to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets" (23 CFR § 450.326). The national goal areas are as follows:

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

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

Goals for the Surface Transportation Block Grant Program (STBGP)

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

- **Safety (PM1):**
 - Number of fatalities
 - Fatalities per 100 million vehicle miles traveled
 - Number of serious injuries
 - Serious injuries per 100 million vehicles miles traveled
 - Number of non-motorized fatalities and non-motorized serious injuries
- **Pavement Condition (PM2):**
 - Percentage of pavements on the interstate system in Good condition
 - Percentage of pavements of Interstate system in Poor condition
 - Percentage of pavements on the non-Interstate NHS in Good condition
 - Percentage of pavement of the non-Interstate NHS in Poor condition
- **Bridge Condition (PM2):**
 - Percentage of NHS bridges in good condition
 - Percentage of NHS bridges in Poor condition
- **System Performance (PM3):**
 - Interstate Travel Time Reliability Measure (Percent of person-miles traveled on Interstate that are reliable)
 - Non-Interstate Travel Time Reliability measure (Percent of person-miles traveled on the non-Interstate NHS that are reliable)
- **Freight Movement on the Interstate System (PM3):**
 - Freight Reliability (Truck Travel Time Reliability Index)
- **Traffic Congestion (PM3):**
 - Peak Hour Excessive Delay
 - Non-Single Occupant Vehicle Travel (SOV)
- **On Road Mobile Source Emissions (PM3):**
 - Total Emission Reductions

INCOG Selection Criteria for Projects

INCOG's Project Selection process for the Surface Transportation Block Grant Program (STBGP) allows for projects related to Maintenance of system preservation, Safety and capacity improvements of arterial intersections, System management and integration, Alternative transportation and Capacity addition. These selection criteria as outlined would address the Performance Criteria as below:

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

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

Safety Performance Measures

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

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

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

Performance Measure	ODOT	INCOG
Number of Fatalities	656	Support ODOT Target
Number of Serious Injuries	2200	Support ODOT Target
Fatality Rate per 100 Million VMT	1.44	Support ODOT Target
Serious Injury Rate per 100 Million VMT	4.79	Support ODOT Target
Total number of non-motorized fatalities and non-motorized serious injuries	313	Support ODOT Target

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

Non-Safety Performance Measures

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

- **Pavement Condition**
 - % of Interstate System Pavement in Good Condition
 - % of Interstate System Pavement in Poor Condition
 - % of Non-Interstate NHS Pavement in Good Condition
 - % of Non-Interstate NHS Pavement in Poor Condition

- **Bridge Condition**
 - % of NHS Bridges Classified in Good Condition
 - % of NHS Bridges Classified in Poor Condition

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

Performance Measure	2022 ODOT Target	2024 ODOT Target	INCOG
% of Interstate System pavement in good condition	>50%		Support ODOT Target
% of Interstate System pavement in poor condition	<3%		Support ODOT Target
% of Non-Interstate System pavements in good condition	> 33%		Support ODOT Target
% of Non-Interstate System pavements in poor condition	<7%		Support ODOT Target
% of NHS Bridges classified as good condition	>45%		Support ODOT Target
% of NHS Bridges classified as poor condition	<5%		Support ODOT Target

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

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

Performance Measure	2022 ODOT Target	2024 ODOT Target	INCOG
% of Interstate NHS with reliable travel times	>90%		Support ODOT Target
% of Non-Interstate NHS with reliable travel times	>80%		Support ODOT Target
Truck travel time reliability	1.33		Support ODOT Target

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

Appendix A – Public Involvement Process

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

Transportation Improvement Program

The Transportation Improvement Program (TIP) describes all federally funded transportation projects or programs that will be carried out over the next 3-5 years. These Projects or programs must be derived from the MTP, and therefore, the TIP is an implementation tool of the MTP. The TIP is developed every two years and lists projects beginning with the subsequent federal fiscal year. INCOG develops the TIP for the Tulsa TMA in cooperation with ODOT, the Metropolitan Tulsa Transit Authority (MTTA), airports and local governments in the TMA. Because the TIP is a short-term program, it has a 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. The TIP development and amendment process satisfies MTTA's and FTA's public participation requirements for the Program of Project/POP. As part of the process of developing the TIP, INCOG will conduct:

- **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 a detailed description of the opportunities for input and review. INCOG plans to attend local events, such as the Tulsa State Fair, MayFest, and various community markets for public interaction and feedback.
- **Media Relations Activities** – INCOG will send press releases and legal notices to the local media at the initiation, preliminary, and final approval stages of the TIP development. Articles will be submitted for inclusion in various organization-based publications.
- **Public Meetings** – Public meetings, either in person or online, 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.
- **TIP Online** – The draft TIP and final TIP will be posted on the INCOG website and INCOG Newsletter with an email 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 any delay in implementing the TIP.

There will be a 14-day comment period before the TIP will be formally adopted or amended. All TTC, TPC, and Board of Directors meetings are open to the public and are held at handicap-accessible locations.

Appendix B – TIP Development Process

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

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

TIP DEVELOPMENT PROCEDURES AND DEADLINES

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

related to Highway, Public Transit, Public Lands, Railroad, County Roads, City Streets, City Bridges, Highway, Enhancement projects and FTA Section 5303 funds available to be included in the TIPs for ACOG, INCOG and LMPO

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

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

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

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

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

STIP DEVELOPMENT PROCEDURES

PROCEDURE	DEADLINE
The State shall develop a new 4 year Statewide Transportation Improvement Program every 2 years. Development of the STIP shall be directly related to the currently approved 8 Year Construction Work Plan. Thereafter, the STIP will be revised as necessary through a series of amendments, administrative modifications and the annual inclusion of the MPO TIPs without modification	
Development of the STIP will begin with a request to the FHWA for the current Indian Reservation Roads (IRR) TIP.	January
FTA through ODOT Transit Division will provide a list of all Transit Programs and Funds to be included in each fiscal year of the STIP.	January- February
The Preliminary STIP will be distributed to Federal, State and Local Government agencies, Indian Tribal Governments, the MPOs, public transportation operators and the public for review and comments for a minimum period of twenty-one days. JulyAugust	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	September

If the Transportation Commission approves a County Road, County Bridge, City Street, City Bridge or other local government entity sponsored project, the sponsoring local government entity will be responsible for advertising the project as an addition to the STIP. The public notice will allow a minimum of 14 days from the first date of publication for public review and comment.

The FHWA Oklahoma Division will take formal action on all proposed highway amendments to the STIP. Similarly the FTA Region VI will take formal action on all proposed transit amendments to the STIP. This formal action will be provided in a form letter with signature and date block. ODOT will prepare said standard form letter for requesting approval of highway amendments to the STIP. When ODOT submits a request for approval of a proposed highway project amendment via email, it will also transmit the same request on the standard form letter to the FHWA. The email request will be sent directly to the FHWA Oklahoma Division general email (www.hdaok@fhwa.dot.gov), with copies to the Planning and Technical Services team leader and the Division Planner. FHWA will review the request and if there are no issues of concern, send a response via email as soon as possible. Transit amendments will be forwarded by FHWA to FTA for review and approval. Subsequently, the FHWA will sign the standard form letter and transmit back to ODOT within 3 working days of receipt of the email

STIP AND TIP AMENDMENT PROCEDURES

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

- (1) When the MPO approves an amendment to the TIP, a copy of the amendment will be forwarded to ODOT for approval, as the Governor's Designee, and subsequently added to the STIP. ODOT will forward notification of the amendment to FHWA and FTA for review and comment. The MPO will be responsible for advertising the amendment and providing an opportunity for public review and comment in accordance with Title 23 USC 134(j)(1)(B). The public notice must allow a minimum 14 days from first date of publication for public review and comment. MPO will provide ODOT with the publication date, any written substantive comments and appropriate responses.

In case of conflicts with MPO amendment request, ODOT will provide a written response within 15 calendar days of receipt of request, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, ODOT will provide the MPO written approval of the amendment and amend the STIP.

- (2) If ODOT approves an amendment to the STIP within the ACOG, INCOG or LMPO metropolitan study area, ODOT will forward notification of the amendment to FHWA and FTA for formal action. ODOT will then make a written request to the MPO to amend the TIP. ODOT will provide the MPO any written substantive comments and appropriate responses. In case of conflict with ODOT amendment request, the MPO will provide a written response within 15 calendar days of receipt of request, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, the MPO will amend their TIP and provide ODOT with written approval of the amendment.
- (3) When the Oklahoma Transportation Commission approves a federally funded project on the State Highway System and adds it to a currently approved STIP, ODOT will forward notification of amendment to FHWA and FTA for formal action. ODOT is responsible for advertising the project for public review in accordance with Title 23 USC 135(g)(3).

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:
- a. Revision to a project description without changes to the project scope or conflict with the environmental document;
 - b. Changes to the source of funds;
 - c. Changes to project lead agency;
 - d. Splits or combines of individually listed projects; as long as cost, schedule and scope remain unchanged or conforms to Section B below.
 - e. Adding or deleting projects from grouped project (Line Item) listings as long as the funding amounts stay within the guidelines in number two above;

B) ODOT will notify FHWA when funding amount listed for project phases exceeds 20 percent of initial project cost AND is greater than \$2 million and the reason for the cost escalation. FHWA will review and determine if an amendment OR administrative modification is necessary.

C) All other revisions/changes not identified as administrative modifications would be classified as amendments to the TIP and STIP, subject to public review and comment, demonstration of fiscal constraint and conformity determination in nonattainment and/or maintenance areas.

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

APPROVAL OF PROCEDURES FOR THE STIP AND TIP

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

Glossary of Terms and Acronyms

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

Oklahoma DOT: FFY 2022-23 Annual List of Obligated Projects

County	JP No.	Hwy	FFY	Description	Length	Federal	State	Other	Total
CREEK	3593220	R R	2022	IN SAPULPA: INSTALL OF PEDESTAL MOUNTED FLASHING LIGHTS W/ GATES	0.10	\$294,781	\$0	\$32,753	\$327,534
CREEK	3593221	SH117	2022	IN SAPULPA: INSTALL OF PEDESTAL MOUNTED FLASHING LIGHTS W/ GATES AND	0.01	\$564,566	\$62,730	\$0	\$627,295
CREEK	3593222	R R	2022	IN MOUNDS: INSTALL OF PEDESTAL MOUNTED FLASHING LIGHTS W/ GATES	0.40	\$393,854	\$0	\$43,762	\$437,615
CREEK	3593224	R R	2022	IN SAPULPA: INSTALL OF PEDESTAL MOUNTED FLASHING LIGHTS W/ GATES AND	0.01	\$424,193	\$0	\$47,133	\$471,325
ROGERS	2624204	SH020	2023	SH-20: FROM SOUTHAVEN RD, EXTEND EAST APPROX. 1.4 MILES TO	1.40	\$26,219,610	\$0	\$0	\$26,219,610
ROGERS	2624207	SH020	2023	SH-20: FROM .65 MILES EAST OF THE VERDIGRIS RIVER, SE APPROX.	2.80	\$21,705,864	\$0	\$0	\$21,705,864
ROGERS	2624214	SH020	2022	BNSF CONSTRUCTION MANAGEMENT FOR NEW SH-20 OVERPASS	1.40	\$213,312	\$53,328	\$0	\$266,640
ROGERS	2624215	SH020	2022	BNSF SIGNAL/SURFACE PROJECT FOR KING ROAD	1.40	\$381,010	\$95,253	\$0	\$476,263
ROGERS	3035304	?????2	2022	US-412: VERDIGRIS RIVER WESTBOUND, 7.5 MILES EAST OF I-44	0.87	\$14,693,137	\$0	\$0	\$14,693,137
ROGERS	3518027	R R	2022	P. E. FOR TRAFFIC SIGNAL PRE-EMPTION AT W 6TH ST AND BNSF MAINLINE	0.00	\$14,512	\$0	\$1,612	\$16,124
ROGERS	3518028	R R	2022	P. E. FOR TRAFFIC SIGNAL PRE-EMPTION AT W LOWRY RD AND BNSF MAINLINE	0.00	\$14,512	\$0	\$1,612	\$16,124
ROGERS	3518029	R R	2022	P. E. FOR TRAFFIC SIGNAL PRE-EMPTION AT W BLUE STARR DR AND BNSF MAINLINE	0.00	\$19,429	\$0	\$2,159	\$21,588
ROGERS	3518030	R R	2022	P. E. FOR TRAFFIC SIGNAL PRE-EMPTION AT W WILL ROGERS BLVD AND BNSF MAINLINE	0.00	\$18,473	\$0	\$2,053	\$20,525
ROGERS	3518031	R R	2022	P. E. FOR TRAFFIC SIGNAL PRE-EMPTION AT W 1ST ST AND BNSF MAINLINE	0.00	\$14,512	\$0	\$1,612	\$16,124
ROGERS	3518032	R R	2022	P. E. FOR TRAFFIC SIGNAL PRE-EMPTION AT GORDON RD AND BNSF MAINLINE	0.00	\$14,512	\$0	\$1,612	\$16,124
ROGERS	3549307	IS044	2022	SH66/I44/US412 (OPERATIONAL IMPROVEMENTS)	1.00	\$1,502,100	\$0	\$0	\$1,502,100
ROGERS	3593223	R R	2022	NEAR CATOOSA: INSTALL OF PEDESTAL MOUNTED FLASHING LIGHTS W/ GATES	0.20	\$414,007	\$0	\$46,001	\$460,008
TULSA	1176837	PLAN	2022	SFY 2023 (JULY 1, 2022 -JUNE 30, 2023) METRO PLANNING	0.00	\$1,554,036	\$0	\$388,509	\$1,942,545
TULSA	1901717	CT ST	2023	INCOG PARENT PROJECT	0.00	\$650,000	\$0	\$162,500	\$812,500
TULSA	2630308	SH051	2022	SH-51: ALONG BROKEN ARROW EXP. FROM PEORIA EAST TO LEWIS AVE.	1.00	\$3,361,338	\$13,445,351	\$0	\$16,806,689
TULSA	2630804	CT ST	2023	BROKEN ARROW: 23RD. ST. (193RD E. AVE.) - 71ST TO 81ST.	1.00	\$8,659,536	\$0	\$6,057,158	\$14,716,694
TULSA	2650504	SH051	2023	SH-97: FROM 500' SOUTH OF MORROW DRIVE EXTEND NORTH TO 2ND STREET	0.62	\$17,164,503	\$0	\$0	\$17,164,503
TULSA	2650507	SH051	2022	SAND SPRINGS RAILWAY FORCE ACCOUNT INSTALL 152' RR XING SURFACE	0.22	\$530,749	\$132,687	\$0	\$663,437
TULSA	3107704	IS244	2023	I-244:1ST STREET TO I-244 NB BRIDGE OVER I-244 AND RR LOCATED 5.2 MI	0.20	\$1,624,244	\$0	\$0	\$1,624,244
TULSA	3109404	SH051	2022	SH 51: AT 265TH W AVE/COYOTE TRAIL, LOCATED .6 MILES EAST OF CREEK C/L	0.50	\$1,971,136	\$492,784	\$0	\$2,463,920
TULSA	3155004	CT ST	2023	JENKS - MAIN STREET IMPROVEMENTS (TSU RAILROAD AND VICINTY)	0.25	\$1,944,647	\$0	\$3,282,667	\$5,227,314
TULSA	3155007	R R	2022	UPRR FORCE ACCOUNT FOR RR SIGNAL/SURFACE ON MAIN ST. IN JENKS	0.25	\$420,997	\$0	\$0	\$420,997
TULSA	3209604	IS244	2022	US-169: S-W RAMP OVER I-244, 0.1 MILE EAST OF JCT. US-169	0.09	\$15,801,521	\$3,950,380	\$0	\$19,751,901
TULSA	3289604	SH097	2022	SH-97: FROM THE JCT WITH US-64, EXTEND NORTH 1.02 MI	2.07	\$1,860,383	\$0	\$0	\$1,860,383
TULSA	3303606	R R	2022	UPRR P.E. FOR MINGO TRIALACROSS THE UP SPUR TRACK IN TULSA	0.00	\$8,000	\$0	\$2,000	\$10,000
TULSA	3331504	CT ST	2022	BIXBY: TRAFFIC SIGNAL SYNCHRONIZATION FROM CREEK TURNPIKE TO 171ST STREET	0.00	\$877,864	\$0	\$690,502	\$1,568,366
TULSA	3334304	US064	2022	US-64: AT JCT. OF US-64 (MEMORIAL DR.) & US-169 INTERCHANGE	0.07	\$11,267,080	\$2,816,770	\$0	\$14,083,850
TULSA	3378304	US169	2022	US-169: BEGIN 1.54 MI SOUTH OF SH-20 EAST, EXT NORH 4.47 MIS (NB ONLY)	4.47	\$3,757,347	\$0	\$0	\$3,757,347
TULSA	3378807	IS044	2022	I-44/US-75 INTERCHANGE RECONSTRUCTION FROM I-244 THROUGH ARKANSAS RIVER	2.28	\$1,600,000	\$400,000	\$0	\$2,000,000
TULSA	3378820	IS044	2022	I-44: AT THE US-75 INTERCHANGE	2.28	\$232,563	\$25,840	\$0	\$258,404
TULSA	3382905		2023	RAMP REHAB IN VARIOUS LOCATIONS IN TULSA COUNTY.	0.00	\$834,800	\$208,700	\$0	\$1,043,500
TULSA	3395504	CT ST	2023	BROKEN ARROW: WIDENING ALBANY ST (61ST ST S) FROM 9TH ST (177TH E AVE LYNN	0.00	\$3,750,000	\$0	\$4,772,400	\$8,522,400
TULSA	3443605	US169	2022	US-169: FROM EAST 66TH STREET NORTH 2 MILES TO 86TH STREET	2.00	\$596,616	\$149,154	\$0	\$745,770
TULSA	3473905	CT ST	2022	BIXBY: SH-67 & US-75 CORRIDOR & TRAFFIC & ACCESSIBILITY STUDY	0.00	\$186,441	\$0	\$46,610	\$233,051
TULSA	3474004	CT ST	2022	OWASSO: E. 86TH ST. REHABILITATION FROM 118TH TO 128TH	0.00	\$475,310	\$0	\$118,828	\$594,138
TULSA	3521204	US064	2023	BIXBY: TRAFFIC SIGNAL MEMORIAL DR & 126TH STREET	0.00	\$566,334	\$0	\$386,823	\$953,157
TULSA	3544505	ENHAN	-	BROKEN ARROW: SIDEWALK/SIDEPATH & HAWK BEACONS @ PITTSBURG ST/ELM ST,	0.00	\$94,527	\$0	\$31,509	\$126,036
TULSA	3545805	ENHAN	2022	RIVER PARKS AUTHORITY: RENOVATING THE EAGLE PRESERVE TRAIL LINK	0.00	\$90,271	\$0	\$22,568	\$112,839
TULSA	3546107	US075	2022	US-75: FROM OKMULGEE C/L EXTEND NORTH APPROX. 6 MILES TO 151ST STREET	6.08	\$1,676,274	\$419,069	\$0	\$2,095,343
TULSA	3548405	ENHAN	-	TULSA COUNTY: BICYCLE AND PEDESTRIAN IMPROVEMENTS ALONG N LEWIS AVE	0.00	\$61,094	\$0	\$20,365	\$81,459
TULSA	3594204		2023	DISTRICT 8: BRIDGE PREVENTATIVE MAINTENANCE	0.00	\$2,701,941	\$675,485	\$0	\$3,377,426
TULSA	3594205		2022	DISTRICT 8: BRIDGE PREVENTATIVE MAINTENANCE	0.00	\$478,506	\$119,626	\$0	\$598,132
WAGONER	3064805	?????2	2022	SH-51: AT MP 2.20 (91ST ST S)	0.30	\$358,400	\$89,600	\$0	\$448,000
WAGONER	3064806	SH051	2022	SH-51: AT MP 2.20 (91ST ST S)	0.30	\$84,217	\$21,054	\$0	\$105,271
WAGONER	3544605	ENHAN	-	COWETA: SIDEWALK ON PECAN ST FROM BROADWAY (HWY72) TO 305TH AVE XING UPRR	0.00	\$73,408	\$0	\$18,352	\$91,760