
FFY 2003 – 2005

Transportation Improvement Program

For the Tulsa Transportation Management Area



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For the Tulsa Transportation Management Area

May 9, 2002

Recommended for Approval by the Technical Advisory Committee April 17, 2002

Approved by the Transportation Policy Committee April 25, 2002

Endorsed by the INCOG Board of Directors May 9, 2002

This report was prepared by INCOG and was financed in part through United States Department of Transportation funds (Federal Highway Administration and Federal Transit Administration), and in part through local matching funds provided by INCOG member governments. The contents of this report are the responsibility of INCOG. The United States government and its agencies assume no liability for the contents of this report or for the use of the contents.

Contacting INCOG

The *FFY 2003 – 2005 Transportation Improvement Program* is occasionally updated or amended. If you have questions or would like the most current information please contact the INCOG Transportation Planning Division.

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Resolution

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

A RESOLUTION TO ADOPT THE *FFY 2003 – 2005 TRANSPORTATION IMPROVEMENT PROGRAM* FOR THE TULSA TRANSPORTATION MANAGEMENT AREA

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

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

WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134, Title 23, United States Code, by letter dated October 2, 1995; and

WHEREAS, a Transportation Improvement Program for the Tulsa Transportation Management Area, containing highway, transit, bicycle/pedestrian, airport, and ozone reduction projects expected to be carried out from FFY 2003 to FFY 2005, 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 2003 – 2005 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2003 – 2005 Transportation Improvement Program* for the Tulsa Transportation Management Area.

Date

Indian Nations Council of Governments

Date

Oklahoma Department of Transportation

Table of Contents

Contacting INCOG	i
Resolution.....	ii
Table of Contents.....	iii
Introduction & Background.....	1
Highlights.....	1
TIP Document Organization	2
Budget Summary FFY 2003-2005 Transportation Improvement Program.....	3
Sample Page.....	5
Project Listings	6
2003 Airport Improvement Program.....	6
2003 Bridge Program.....	7
2003 Congestion Mitigation and Air Quality	7
2003 Demonstration Funds	7
2003 Enhancement Program	7
2003 Interstate Maintenance.....	8
2003 Metropolitan Planning Program	8
2003 National Highway System	8
2003 Oklahoma Statewide Surface Transportation Program.....	8
2003 Recreational Trails Program	9
2003 Transit Program	9
2003 Tulsa Urbanized Area Surface Transportation Program.....	10
2004 Airport Improvement Program.....	11
2004 Bridge Program.....	11
2004 Congestion Mitigation and Air Quality	11
2004 Enhancement Program	11
2004 Interstate Maintenance.....	12
2004 Metropolitan Planning Program	12
2004 Oklahoma Statewide Surface Transportation Program.....	12
2004 Recreational Trails Program	13
2004 Transit Program	13
2004 Tulsa Urbanized Area Surface Transportation Program.....	14
2005 Airport Improvement Program.....	15
2005 Bridge Program.....	15
2005 Congestion Mitigation and Air Quality	16
2005 Enhancement Program	16
2005 Metropolitan Planning Program	16
2005 National Highway System	16
2005 Oklahoma Statewide Surface Transportation Program.....	17

2005	Recreational Trails Program	17
2005	Transit Program	18
2005	Tulsa Urbanized Area Surface Transportation Program	19
Summary by Funding Program		20
Illustrative Projects		21
Project Selection Criteria		21
Financial Resources		22
Public Involvement Process		23
Air Quality		23
Long Range Transportation Plan Compliance		24
Non-Federal Projects.....		25
	Statewide Capital Improvement Program	25
Appendix A – Public Involvement Process.....		1
	The Transportation Improvement Program Plan of Action 2003-2005	1
	Dates to remember at a glance	2
	Month by Month Plan of Action.....	2
Appendix B – Project Selection Process		1
Appendix C – TIP Development Process		1
Glossary of Terms and Acronyms		1
Maps		1

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) 2003-2005 Transportation Improvement Program (TIP)* presents a program of improvements to the surface transportation system within the Tulsa Transportation Management Area (See map on page 4) to be implemented during the three-year period 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 *FFY 2003-2005 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 Advisory Committee (TAC). 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 *FFY 2003-2005 TIP* serves as a short-range implementation program, identifying projects to be initiated during the upcoming three-year period. Additionally, the *TIP* is used as a program management tool, to gauge progress toward implementing transportation plans for the region. Specifically, improvements contained within the *TIP* must be consistent with approved transportation plans, primarily the *Long-Range Transportation Plan (LRTP)*, and the *Tulsa Metropolitan Area Major Street and Highway Plan*, and should reflect progress toward implementation of the plans in light of the overall transportation goals of the metropolitan area.

The *FFY 2003-2005 TIP* is a program of projects for which funding is expected to be available over the three-year period. As a result, the *TIP* reflects the transportation improvement priorities of the region, given the resources available. The Budget Summary on page 3 lists by funding program the total funds expected and programmed from all sources (federal, state, and local).

Highlights

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

- Expansion to 6-lanes of US-169 from I-44 to I-244
- Expansion to 6-lanes of I-44 at Yale Avenue
- Widening the eastbound lanes of SH-20 from Skiatook to US-75

- Reconstruction of SH-20 west of US-169 in Collinsville
- Reconstruction of SH-20 from US-169 east for 4 miles
- Expansion of US-64/Memorial Drive from 151st to Mingo
- Phased construction of the Gilcrease Expressway between the L.L. Tisdale Expressway and US-75
- Intersection improvements at Elm and Kenosha and Houston and SH-51 in Broken Arrow
- Reconstruction of the interchanges at US-75 and 71st Street South and 111th Street South

Transit projects include:

- Replacement of various vehicles
- Installation of passenger shelters

Significant airport improvements include continuation of phased noise mitigation program, taxiway improvements, and runway extension.

TIP Document Organization

The *FFY 2003-2005 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.

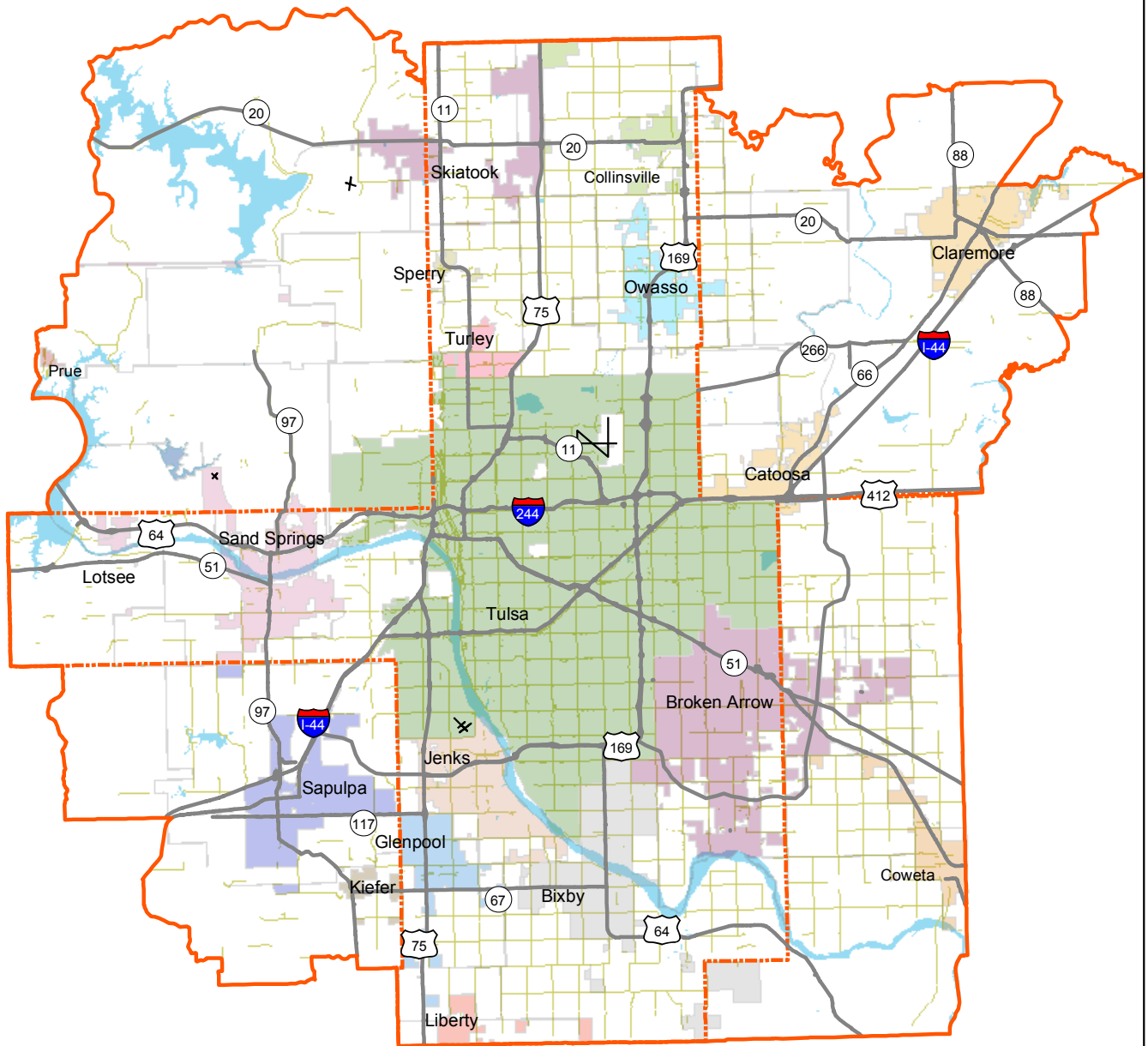
- The projects are grouped by transportation mode (roadway, transit, and airport) and within each mode they are grouped by year (2003, 2004, and 2005)
- Summaries of funding by program for each year follow the project listings
- A glossary and maps of the projects are at the back of the document for quick reference
- 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 *TIP* section on the INCOG web page (www.incog.org/transportation.htm), and will be updated as often as necessary.

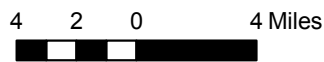
Budget Summary FFY 2003-2005 Transportation Improvement Program

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
Airport Improvement Program	\$43,079,000	\$744,000	\$7,288,000	\$51,111,000
Bridge Program	\$28,422,521	\$468,800	\$895,487	\$29,786,808
Congestion Mitigation and Air Quality	\$1,500,000	\$0	\$375,000	\$1,875,000
Demonstration Funds	\$16,376,025	\$0	\$0	\$16,376,025
Enhancement Program	\$0	\$0	\$0	\$0
Interstate Maintenance	\$21,895,800	\$0	\$0	\$21,895,800
Metropolitan Planning Program	\$1,566,719	\$0	\$391,679	\$1,958,398
National Highway System	\$24,047,407	\$0	\$0	\$24,047,407
Oklahoma Statewide Surface Transportation	\$46,691,455	\$0	\$627,000	\$47,318,455
Recreational Trails Program	\$0	\$0	\$0	\$0
Transit Program	\$19,577,720	\$0	\$5,614,441	\$25,192,161
Tulsa Urbanized Area Surface Transportation	\$22,145,944	\$0	\$49,114,415	\$71,260,359
2003-2005 TIP Grand Total	\$225,302,591	\$1,212,800	\$64,306,022	\$290,821,413

Tulsa Transportation Management Area



-  Transportation Management Area
-  County Boundary
-  Airports
-  Roadways
-  Highways
-  Water Features



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March 7, 2002



Sample Page

Listed in the following pages are the individual projects to be implemented in the Tulsa Transportation Management Area during the three-year period. The projects are grouped by funding program and fiscal year. The location of the projects is indicated in the maps on pages E-1 to E-4 at the end of the document. The following project lists generally use the format below.

<i>Name & location of the project</i>	<i>Funding Program Year & Title</i>	<i>Funding Source</i>			
		<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2003 Bridge Program					
56th St North Tulsa County		\$326,570	\$184,800	\$412,629	\$923,999
Job Piece 19615(04) Code # BRF-172C(206)CO					
Maintenance on bridge and approaches over Bird Creek on E 56th St. North, 1.0 mile east of US-169					
Bridge Projects Tulsa Transportation Management			Funding To Be Determined		\$0
Job Piece 17050(09) Code # J1-7050(009)					
Line Item Placeholder for Projects to be Specified by ODOT					
SH-20 Rogers County		\$300,000	\$0	\$0	\$300,000
Job Piece 09483(05) Code # BHFY-066B(361)RW					
Right-of-way for constructing parallel bridge.					
SH-20 Rogers County		\$300,000	\$0	\$0	\$300,000
Job Piece 09483(06) Code # BHFY-					
Utility relocation to construct parallel bridge.					
SH-20 Tulsa County		\$100,000	\$0	\$0	\$100,000
Job Piece 09238(13) Code # BRFY-072B(557)RW					
Right-of-way to replace bridges to widen to 4-lanes 1 mile east of US-75.					
SH-20 Tulsa County		\$100,000	\$0	\$0	\$100,000
Job Piece 09238(14) Code # BRFY-					
Utility relocation to replace bridges to widen to 4-lanes 1 mile east of US-75.					
US-169 City of Tulsa		\$22,843,968	\$0	\$0	\$22,843,968
Job Piece 11031(07) Code # BHFY-030N(027)					
Bridge & approaches over 11th St. and Admiral Pl.					
2003 Bridge Program Total		\$23,970,538	\$184,800	\$412,629	\$24,567,967

Unique identification number and federal funding code assigned by ODOT for tracking purposes

Specific project description detailing the type of work, the extent of the project and other helpful information

Project Listings

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2003				
2003 Airport Improvement Program				
Jones/Riverside Airport City of Tulsa Airfield Drainage Improvements II (including NE sewer main).	\$3,780,000	\$0	\$420,000	\$4,200,000
Pogue Regional Airport Sand Springs Purchase 16 acres/Rwy 17 Safe Area/Object Free Area	\$54,000	\$0	\$6,000	\$60,000
Pogue Regional Airport Sand Springs Acquire 10 acres for SE Apron	\$49,500	\$0	\$5,500	\$55,000
Pogue Regional Airport Sand Springs Upgrade to 36-in Rotating Beacon	\$45,000	\$0	\$5,000	\$50,000
Pogue Regional Airport Sand Springs Upgrade Electrical Vault	\$27,000	\$0	\$3,000	\$30,000
Pogue Regional Airport Sand Springs Update Master Plan	\$45,000	\$0	\$5,000	\$50,000
Pogue Regional Airport Sand Springs Seal Crack/Seal coat NE Taxiway	\$45,000	\$0	\$5,000	\$50,000
Pogue Regional Airport Sand Springs Relocate Port-a Port Hangers	\$72,000	\$0	\$8,000	\$80,000
Pogue Regional Airport Sand Springs Refurbish Terminal taxiway.	\$49,500	\$0	\$5,500	\$55,000
Pogue Regional Airport Sand Springs Purchase Snow Plow	\$135,000	\$0	\$15,000	\$150,000
Pogue Regional Airport Sand Springs Purchase Runway Sweeper	\$135,000	\$0	\$15,000	\$150,000
Pogue Regional Airport Sand Springs Lighting System (MALSR)	\$270,000	\$0	\$30,000	\$300,000
Pogue Regional Airport Sand Springs Install high intensity runway lights.	\$27,000	\$0	\$3,000	\$30,000
Pogue Regional Airport Sand Springs Install clearance delivery Radio	\$45,000	\$0	\$5,000	\$50,000
Pogue Regional Airport Sand Springs Construct SE Apron/Perimeter Rd & fence	\$1,080,000	\$0	\$120,000	\$1,200,000
Tulsa International Airport City of Tulsa Noise mitigation Phase 4.	\$13,500,000	\$0	\$1,500,000	\$15,000,000
Tulsa International Airport City of Tulsa Airfield Snow Removal Equipment II	\$1,890,000	\$210,000	\$800,000	\$2,900,000
Tulsa International Airport City of Tulsa Terminal Building Improvements II (roof, doors, fire protection, and electrical upgrades).	\$2,500,000	\$0	\$2,500,000	\$5,000,000
2003 Airport Improvement Program Total	\$23,749,000	\$210,000	\$5,451,000	\$29,410,000

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2003 Bridge Program				
Bridge Projects Tulsa Transportation Management Area	Funding	To Be	Determined	\$0
Job Piece 17050(09) Code # J1-7050(009) Line Item Placeholder for Projects to be Specified by ODOT				
County Bridge Tulsa County	\$326,570	\$184,800	\$412,629	\$923,999
Job Piece 19615(04) Code # BRF-172C(206)CO Maintenance on Bridge #87 and Approaches over Bird Creek on E 56th St. North, App. 1.0 Miles east of US-169(NBI#05043)				
SH-20 Rogers County	\$300,000	\$0	\$0	\$300,000
Job Piece 09483(06) Code # BHFY-066B(362)UT Utility relocation to construct parallel bridge.				
SH-20 Rogers County	\$300,000	\$0	\$0	\$300,000
Job Piece 09483(05) Code # BHFY-066B(361)RW Right-of-way for constructing parallel bridge.				
SH-20 Tulsa County	\$100,000	\$0	\$0	\$100,000
Job Piece 09238(14) Code # BRFY-072B(558)UT Utility relocation to replace bridges to widen to 4-lanes 1 mile east of US-75.				
SH-20 Tulsa County	\$100,000	\$0	\$0	\$100,000
Job Piece 09238(13) Code # BRFY-072B(557)RW Right-of-way to replace bridges to widen to 4-lanes 1 mile east of US-75.				
US-169 City of Tulsa	\$22,843,968	\$0	\$0	\$22,843,968
Job Piece 11031(07) Code # BHFY-030N(027) Bridge & approaches over 11th St. and Admiral Pl. [see #11031(09)]				
2003 Bridge Program Total	\$23,970,538	\$184,800	\$412,629	\$24,567,967
2003 Congestion Mitigation and Air Quality				
Tulsa Transportation Management Area	\$500,000	\$0	\$125,000	\$625,000
Job Piece Code # Project allocation to be determined.				
2003 Congestion Mitigation and Air Quality Total	\$500,000	\$0	\$125,000	\$625,000
2003 Demonstration Funds				
US-75 City of Tulsa	\$16,376,025	\$0	\$0	\$16,376,025
Job Piece 12938(04) Code # DPI-NHY-0009(001) Interchange Improvements at US-75 & 71st St.				
2003 Demonstration Funds Total	\$16,376,025	\$0	\$0	\$16,376,025
2003 Enhancement Program				
Enhancement Projects Tulsa Transportation Management		Funds to be determined		
Job Piece Code # Project allocation to be determined.				
2003 Enhancement Program Total		Funds to be determined		

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2003 Interstate Maintenance				
I-44 City of Tulsa	\$5,463,500	\$0	\$0	\$5,463,500
Job Piece 06374(40) Code # NHIY-0044-2(377)229UT Clearance of Utilities on I-44 over Yale Avenue- Bridges A & B widen to 6 Lanes (see #06374(38))				
2003 Interstate Maintenance Total	\$5,463,500	\$0	\$0	\$5,463,500
2003 Metropolitan Planning Program				
Planning Program Tulsa Transportation Management Area	\$511,849	\$0	\$127,962	\$639,811
Job Piece 11768(17) Code # PL-0060(027)PL Metropolitan Planning Funds For State FY 03 (JULY 1, 2003 - JUNE 30, 2004)				
2003 Metropolitan Planning Program Total	\$511,849	\$0	\$127,962	\$639,811
2003 National Highway System				
SH-51 City of Tulsa	\$2,015,710	\$0	\$0	\$2,015,710
Job Piece 17082(10) Code # NHY-015N(028) Sound Walls for project #17082(04) From Sheridan to Memorial				
US-169 City of Tulsa	\$9,732,697	\$0	\$0	\$9,732,697
Job Piece 11031(09) Code # NHY-030N(034) Reconstruct to widen to 6-lanes from I-44 to I-244;4th Place Bridge & Approach				
2003 National Highway System Total	\$11,748,407	\$0	\$0	\$11,748,407
2003 Oklahoma Statewide Surface Transportation Program				
Railroad Projects Tulsa Transportation Management Area	Funding	To Be	Determined	\$0
Job Piece 17049(09) Code # JI-7049(009) Line Item Placeholder for Projects to be Specified by ODOT				
Right of Way Clearance Tulsa Transportation Management	Funding	To Be	Determined	\$0
Job Piece 19720(04) Code # J1-9720(004) Line Item Placeholder for Projects to be Specified by ODOT				
SH-20 Tulsa County	\$400,000	\$0	\$0	\$400,000
Job Piece 09238(08) Code # STPY-072B(555)RW Right-of-way to reconstruct to 4-lanes from US-75 to just west of Collinsville.				
SH-20 Tulsa County	\$400,000	\$0	\$0	\$400,000
Job Piece 09238(09) Code # STPY-072B(556) Utility relocation for reconstruction to 4-lanes from US-75 to just west of Collinsville.				
Traffic Projects Tulsa Transportation Management Area	Funding	To Be	Determined	\$0
Job Piece 17051(09) Code # J1-7051(009) Line Item Placeholder for Projects to be Specified by ODOT				
2003 Oklahoma Statewide Surface Transportation Program Total	\$800,000	\$0	\$0	\$800,000

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
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2003 Recreational Trails Program

Trails Projects Tulsa Transportation Management Area
 Job Piece 18262(06) Code # J1-8262(006)
 Line Item Placeholder for Projects to be specified by ODOT

Funds to be determined

2003 Recreational Trails Program Total

Funds to be determined

2003 Transit Program

Transit City of Tulsa Section 5307 Capital Leases (capitalization of facility, T1's, etc...)	\$102,000	\$0	\$25,500	\$127,500
Transit City of Tulsa Section 5307 Computer hardware (40 PCs, printers, etc...)	\$144,000	\$0	\$36,000	\$180,000
Transit City of Tulsa Section 5307 Collection Vault Replacement	\$64,000	\$0	\$16,000	\$80,000
Transit City of Tulsa Section 5307 Computer software upgrades	\$63,040	\$0	\$15,760	\$78,800
Transit City of Tulsa Section 5307 Capitalization of paratransit and ADA-Related expenses	\$948,000	\$0	\$237,000	\$1,185,000
Transit City of Tulsa Section 5307 Communication Equipment (phones)	\$13,600	\$0	\$3,400	\$17,000
Transit City of Tulsa Section 5303 Planning program	\$1,200,000	\$0	\$175,000	\$1,375,000
Transit City of Tulsa Section 5307 Partial Funding for Replacement of ten (10) transit coaches	\$200,000	\$0	\$50,000	\$250,000
Transit City of Tulsa Section 5307 Misc. Shop Equipment including Generator/Starter Stand	\$64,000	\$0	\$16,000	\$80,000
Transit City of Tulsa Section 5307 Passenger Amenities (benches & shelters)	\$49,120	\$0	\$12,280	\$61,400
Transit City of Tulsa Section 5309 Partial Funding for Replacement of ten (10) transit coaches	\$923,000	\$0	\$230,750	\$1,153,750
Transit City of Tulsa JARC Grant Partial Funding for Replacement of ten (10) transit coaches	\$620,000	\$0	\$620,000	\$1,240,000

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
Transit City of Tulsa Section 5307 Preventative maintenance (Capitalization of expenses)	\$2,100,000	\$0	\$525,000	\$2,625,000
Transit City of Tulsa Section 5307 Misc. Office furniture (desks, filing cabinets, etc...)	\$6,880	\$0	\$1,720	\$8,600
Transit City of Tulsa Section 5307 Misc. Office equipment (phones, computers, etc...)	\$4,960	\$0	\$1,240	\$6,200
2003 Transit Program Total	\$6,502,600	\$0	\$1,965,650	\$8,468,250
2003 Tulsa Urbanized Area Surface Transportation Program				
Cherokee Street City of Catoosa Job Piece 18433(04) Code # STP-166C(052)IG Patching, widen, and overlay sections and add turn lanes from SH-167 (193rd St.) to SH-66.	\$221,250	\$0	\$86,000	\$307,250
Elm Street City of Jenks Job Piece 18429(04) Code # STP-172B(152)IG Intersection improvements, turn lanes, and signals at 121st Street.	\$708,000	\$0	\$329,000	\$1,037,000
Gilcrease Expressway City of Tulsa Job Piece 18427(04) Code # STP-172A(149)IG Phase 2 grading, drainage, and surfacing for a 4-lane expressway between US-75 and LL Tisdale Expressway.	\$6,250,000	\$0	\$1,562,500	\$7,812,500
Houston Street (81st) City of Broken Arrow Job Piece 18434(04) Code # STP-173B(056)IG Intersection reconstruction and widening at SH-51.	\$1,858,500	\$0	\$730,000	\$2,588,500
Nogales Street City of Jenks Job Piece 18430(04) Code # STP-172B(151)IG Intersection improvements, widening, and overlay at West Main Street.	\$334,331	\$0	\$195,777	\$530,108
US-64 (Memorial Drive) City of Bixby Job Piece 31600(00) Code # Right-of-way acquisition and utility relocation for widening to 6-lanes from Arkansas River to SH-67 (161st.)	\$268,000	\$0	\$67,000	\$335,000
2003 Tulsa Urbanized Area Surface Transportation Program Total	\$9,640,081	\$0	\$2,970,277	\$12,610,358
2003 Total	\$97,489,000	\$394,800	\$10,855,518	\$108,739,318

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2004				
2004 Airport Improvement Program				
Jones/Riverside Airport City of Tulsa Airfield Electrical, Guidance signs and Landing Aid Improvements.	\$900,000	\$0	\$100,000	\$1,000,000
Pogue Regional Airport Sand Springs Update Master Plan	\$45,000	\$0	\$5,000	\$50,000
Pogue Regional Airport Sand Springs Construct SE Apron	\$900,000	\$0	\$100,000	\$1,000,000
Tulsa International Airport City of Tulsa Runway 18L/36R HIRL Replacement (in-pavement lighting)	\$900,000	\$0	\$100,000	\$1,000,000
Tulsa International Airport City of Tulsa Bituminous Pavement Seal coating	\$1,800,000	\$100,000	\$100,000	\$2,000,000
Tulsa International Airport City of Tulsa Taxiway Echo Extension	\$3,750,000	\$217,000	\$200,000	\$4,167,000
Tulsa International Airport City of Tulsa Taxiways DD, EE, F, G-1, H, J123 and Runway Safety Area Rehabilitation	\$1,600,000	\$0	\$400,000	\$2,000,000
2004 Airport Improvement Program Total	\$9,895,000	\$317,000	\$1,005,000	\$11,217,000
2004 Bridge Program				
BR#86 City of Tulsa Job Piece Code # County Bridge on 56th St. N East of US Hwy 169 NBI#03232	\$326,571	\$180,000	\$393,429	\$900,000
Bridge Projects Tulsa Transportation Management Area Job Piece 17050(10) Code # J1-7050(010) Line Item Placeholder for Projects to be Specified by ODOT	Funding	To Be	Determined	\$0
US-64 City of Bixby Job Piece 11186(08) Code # BRFY-172A(098) US-64: Reconstruct Bridge and Approaches to 5 lanes over unnamed creek 6.35 mi. S. OF JCT. US-169 (see #11186(04))	\$1,800,800	\$0	\$0	\$1,800,800
2004 Bridge Program Total	\$2,127,371	\$180,000	\$393,429	\$2,700,800
2004 Congestion Mitigation and Air Quality				
Tulsa Transportation Management Area Job Piece Code # Project allocation to be determined.	\$500,000	\$0	\$125,000	\$625,000
2004 Congestion Mitigation and Air Quality Total	\$500,000	\$0	\$125,000	\$625,000
2004 Enhancement Program				
Enhancement Projects Tulsa Transportation Management Job Piece Code # Project allocation to be determined.		Funds to be determined		
2004 Enhancement Program Total		Funds to be determined		

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2004 Interstate Maintenance				
I-44 City of Tulsa	\$16,432,300	\$0	\$0	\$16,432,300
Job Piece 06374(38) Code # IM-NHIY-0044-2(373)229 Yale Avenue Bridges A & B widen to 6 Lanes (see #06374(40)) BRIDGE AND APPROACHES				
2004 Interstate Maintenance Total	\$16,432,300	\$0	\$0	\$16,432,300
2004 Metropolitan Planning Program				
Planning Program Tulsa Transportation Management Area	\$543,021	\$0	\$135,755	\$678,776
Job Piece 11768(19) Code # PL-0060(029)PL Metropolitan Planning Funds For State FY 04 (JULY 1,2004 - JUNE 30, 2005)				
2004 Metropolitan Planning Program Total	\$543,021	\$0	\$135,755	\$678,776
2004 Oklahoma Statewide Surface Transportation Program				
Elwood Avenue City of Glenpool	\$426,000	\$0	\$142,000	\$568,000
Job Piece 17022(04) Code # STP-172B(034)UR Pavement Resurfacing of Elwood Avenue From 151ST to 131ST				
Mission Street City of Sapulpa	\$15,000	\$0	\$5,000	\$20,000
Job Piece 19534(04) Code # STP-119B(075)UR Traffic Signals 0.5 mi. East of SH-117 & SH-97 Junction				
Railroad Projects Tulsa Transportation Management Area	Funding	To Be	Determined	\$0
Job Piece 17049(10) Code # J1-7049(010) Line Item Placeholder for Projects to be Specified by ODOT				
Right of Way Clearance Tulsa Transportation Management	Funding	To Be	Determined	\$0
Job Piece 19720(05) Code # J1-9720(005) Line Item Placeholder for Projects to be Specified by ODOT				
SH-20 City of Collinsville	\$900,400	\$0	\$0	\$900,400
Job Piece 16762(06) Code # STPY-172B(131)RW SH 20 from US-169, W. 0.4 mi. - Right of Way for "Gateway Project" [JP#16762(04)]				
SH-20 City of Collinsville	\$562,750	\$0	\$0	\$562,750
Job Piece 16762(07) Code # STPY-172B(132)UT SH-20 from US-169 in Tulsa Co. E. 4.0 mi. to Keetonville Hill alignment near 209th E. Ave. FOR "GATEWAY PROJECT"				
SH-20 Town of Skiatook	\$3,343,480	\$0	\$0	\$3,343,480
Job Piece 14962(04) Code # STPY-072B(553) SH 20 from Skiatook E. 4 mi. to US-75 - Widen & Resurface (NO RR INVOLVEMENT)				
SH-20 Tulsa County	\$1,726,466	\$0	\$0	\$1,726,466
Job Piece 09482(06) Code # STPY-072B(452)UT SH-20 from US-169 in Tulsa Co. E. 4.0 mi. to Keetonville Hill alignment near 209th E. Ave. [Relocation of Utilities for project #09482(04)]				
SH-20 Tulsa County	\$1,092,700	\$0	\$0	\$1,092,700
Job Piece 09482(05) Code # STPY-072B(451)RW SH-20 from US-169 in Tulsa Co. E. 4.0 mi. to Keetonville Hill alignment near 209th E. Ave. [Right of Way Aquisition For project #09482(04)]				

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
Traffic Projects Tulsa Transportation Management Area Job Piece 17051(10) Code # J1-7051(010) Line Item Placeholder for Projects to be Specified by ODOT	Funding	To Be	Determined	\$0
US-64 City of Bixby Job Piece 11186(04) Code # STPY-172A(008) US-64 (Memorial Dr) from SH-67 (S 151st St) S. to S. 161st St. - Reconstruct to 5 LANES [see #11186(08)]	\$3,714,150	\$0	\$0	\$3,714,150
2004 Oklahoma Statewide Surface Transportation Program Total	\$11,780,946	\$0	\$147,000	\$11,927,946

2004 Recreational Trails Program

Trails Projects Tulsa Transportation Management Area Funds to be determined
Job Piece 18262(07) Code # J1-8262(007)
Line Item Placeholder for Projects to be specified by ODOT

2004 Recreational Trails Program Total Funds to be determined

2004 Transit Program

Transit City of Tulsa Section 5307 Capital Leases (capitalization of facility, T1's, etc...)	\$80,000	\$0	\$20,000	\$100,000
Transit City of Tulsa Section 5307 Communication Equipment (phones)	\$20,000	\$0	\$5,000	\$25,000
Transit City of Tulsa Section 5307 Misc. Shop Equipment as necessary	\$100,000	\$0	\$25,000	\$125,000
Transit City of Tulsa Section 5307 Capitalization of paratransit and ADA-Related expenses	\$960,000	\$0	\$240,000	\$1,200,000
Transit City of Tulsa Section 5303 Planning program	\$1,200,000	\$0	\$175,000	\$1,375,000
Transit City of Tulsa Section 5307 Misc. Office equipment (phones, computers, etc...)	\$8,000	\$0	\$2,000	\$10,000
Transit City of Tulsa Section 5307 Computer hardware (PCs, printers, etc...)	\$120,000	\$0	\$30,000	\$150,000
Transit City of Tulsa Section 5307 Preventative maintenance (Capitalization of expenses)	\$2,160,000	\$0	\$540,000	\$2,700,000
Transit City of Tulsa Section 5307 Passenger Amenities (benches & shelters)	\$49,120	\$0	\$12,280	\$61,400

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
Transit City of Tulsa Section 5309 Partial Funding for Replacement of ten (10) buses	\$1,000,000	\$0	\$250,016	\$1,250,016
Transit City of Tulsa JARC Grant Partial Funding for Replacement of ten (10) buses	\$420,000	\$0	\$420,000	\$840,000
Transit City of Tulsa Section 5307 Misc. Office furniture (desks, filing cabinets, etc...)	\$8,000	\$0	\$2,000	\$10,000
Transit City of Tulsa Section 5307 Computer software upgrades	\$60,000	\$0	\$15,000	\$75,000
Transit City of Tulsa Section 5307 Partial Funding for Replacement of ten (10) buses	\$250,000	\$0	\$62,495	\$312,495
2004 Transit Program Total	\$6,435,120	\$0	\$1,798,791	\$8,233,911
2004 Tulsa Urbanized Area Surface Transportation Program				
Gilcrease Expressway City of Tulsa Job Piece Code # Phase 3 for a 4-lane expressway between US-75 and LL Tisdale Expressway.	\$5,500,178	\$0	\$20,351,932	\$25,852,110
I-44 City of Tulsa Job Piece Code # 4 signals at I-44 interchange and at 163rd & Admiral	\$412,000	\$0	\$0	\$412,000
US-64 City of Bixby Job Piece Code # Obtain ROW & Utility Relocation for Expansion to 5-lane from Arkansas River to US 67 (151st St.)	\$514,000	\$0	\$128,500	\$642,500
2004 Tulsa Urbanized Area Surface Transportation Program Total	\$6,426,178	\$0	\$20,480,432	\$26,906,610
2004 Total	\$54,139,936	\$497,000	\$24,085,407	\$78,722,343

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2005				
2005 Airport Improvement Program				
Pogue Regional Airport Sand Springs Lighting System (MALSR)	\$0	\$0	\$0	\$0
Pogue Regional Airport Sand Springs Purchase 16 acres/Rwy 17 SA/OFA	\$54,000	\$0	\$6,000	\$60,000
Pogue Regional Airport Sand Springs Install Medium Intensity Approach	\$270,000	\$0	\$30,000	\$300,000
Tulsa International Airport City of Tulsa Terminal Access Roadway Rehabilitation (pavement lighting and signage)	\$900,000	\$0	\$100,000	\$1,000,000
Tulsa International Airport City of Tulsa Taxiway Charlie Extension - Phase I (including land purchase if required)	\$5,730,000	\$0	\$637,000	\$6,367,000
Tulsa International Airport City of Tulsa Runway 8/26 Extension (311') (including land purchase if required).	\$3,750,000	\$217,000	\$200,000	\$4,167,000
2005 Airport Improvement Program Total	\$10,704,000	\$217,000	\$973,000	\$11,894,000
2005 Bridge Program				
BR#65 & 66 Tulsa County Job Piece Code # County Bridge No. Cincinnati No of 76th St. No. NBI#03173 & 03017	\$326,571	\$104,000	\$89,429	\$520,000
Bridge Projects Tulsa Transportation Management Area Job Piece 17050(11) Code # J1-7050(011) Line Item Placeholder for Projects to be Specified by ODOT	Funding	To Be	Determined	\$0
SH-20 Tulsa County Job Piece 16762(05) Code # BRFY-172B(097) Maintenance of Bridge over Black Jack Creek & Approaches for project #16762(04)	\$1,115,246	\$0	\$0	\$1,115,246
SH-66 Rogers County Job Piece 13400(06) Code # BRFY-166C(037)UT Bridge at Mossey Creek and unnamed Creek S.W. of Claremore - Relocation of Utilities for project #13400(04)	\$347,790	\$0	\$0	\$347,790
SH-66 Rogers County Job Piece 13400(05) Code # BRFY-166C(036)RW Bridge at Mossey Creek and unnamed Creek S.W. of Claremore - Right of Way Aquisition For project #13400(04)	\$152,911	\$0	\$0	\$152,911
SH-97 Osage County Job Piece 13399(05) Code # BRFY-157C(024)RW Bridge over Delaware Creek - Right of Way Aquisition For project #13399(04), including overflow structure	\$153,027	\$0	\$0	\$153,027
SH-97 Osage County Job Piece 13399(06) Code # BRFY-157C(025)UT Bridge over Delaware Creek - Relocation of Utilities for project #13399(04), including overflow structure	\$126,873	\$0	\$0	\$126,873

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
US-75A Creek County Job Piece 09475(06) Code # BRFY-119C(033)UT At Childers Creek app. 1 mi. NW of Kiefer - Relocation of Utilities for project #09475(04)	\$53,794	\$0	\$0	\$53,794
US-75A Creek County Job Piece 09475(05) Code # BRFY-119C(032)RW At Childers Creek app. 1 mi. NW of Kiefer - Right of Way Aquisition For project #09475(04)	\$48,400	\$0	\$0	\$48,400
2005 Bridge Program Total	\$2,324,612	\$104,000	\$89,429	\$2,518,041
2005 Congestion Mitigation and Air Quality				
Tulsa Transportation Management Area Job Piece Code # Project allocation to be determined.	\$500,000	\$0	\$125,000	\$625,000
2005 Congestion Mitigation and Air Quality Total	\$500,000	\$0	\$125,000	\$625,000
2005 Enhancement Program				
Enhancement Projects Tulsa Transportation Management Job Piece Code # Project allocation to be determined.		Funds to be determined		
2005 Enhancement Program Total		Funds to be determined		
2005 Metropolitan Planning Program				
Planning Program Tulsa Transportation Management Area Job Piece 11768(20) Code # PL-0060(030)PL Metropolitan Planning Funds For State FY 05 (JULY 1, 2005 - JUNE 30, 2006)	\$511,849	\$0	\$127,962	\$639,811
2005 Metropolitan Planning Program Total	\$511,849	\$0	\$127,962	\$639,811
2005 National Highway System				
US-75 City of Jenks Job Piece 17387(04) Code # NHY-014N(019) Interchange at US-75 & 111th St. South	\$12,299,000	\$0	\$0	\$12,299,000
2005 National Highway System Total	\$12,299,000	\$0	\$0	\$12,299,000

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2005 Oklahoma Statewide Surface Transportation Program				
E. 86th ST. North City of Owasso	\$1,120,000	\$0	\$280,000	\$1,400,000
Job Piece 17759(04) Code # STP-172B(107)UR E. 86th St. N. at N. 145th E. Ave - Intersection Modification & Traffic Signals				
E. 86th ST. North City of Owasso	\$800,000	\$0	\$200,000	\$1,000,000
Job Piece 17760(04) Code # STP-172B(108)UR E. 86th St. N. at Mingo Rd. - Intersection Modification & Traffic Signals				
Railroad Projects Tulsa Transportation Management Area	Funding	To Be	Determined	\$0
Job Piece 17049(11) Code # J1-7049(011) Line Item Placeholder for Projects to be Specified by ODOT				
Right of Way Clearance Tulsa Transportation Management	Funding	To Be	Determined	\$0
Job Piece 19720(06) Code # J1-9720(006) Line Item Placeholder for Projects to be Specified by ODOT				
SH-20 City of Claremore	\$8,666,350	\$0	\$0	\$8,666,350
Job Piece 09485(11) Code # STPY-166B(001) Grade, Drain & Surface SH-20 from app. 2.6 mi. East of SH-66 in Claremore East 1.8 mi.				
SH-20 City of Collinsville	\$675,300	\$0	\$0	\$675,300
Job Piece 16762(04) Code # STPY-172B(024) SH 20 from US-169, W. 0.4 mi. - Grade, Drain, Surface for "Gateway Project"				
SH-20 Tulsa County	\$14,967,799	\$0	\$0	\$14,967,799
Job Piece 09482(04) Code # STPY-072B(421) SH-20 from US-169 in Tulsa Co. E. 4.0 mi. to Keetonville Hill alignment near 209th E. Ave. reconstruction				
Traffic Projects Tulsa Transportation Management Area	Funding	To Be	Determined	\$0
Job Piece 17051(11) Code # J1-7051(011) Line Item Placeholder for Projects to be Specified by ODOT				
US-64 City of Bixby	\$5,970,500	\$0	\$0	\$5,970,500
Job Piece 18414(05) Code # STPY-172A(165)RW US 64 from S 161st St. South & East to Mingo Rd. - Right of Way Acquisition for Widening to 4 Lanes [see #18414(04)]				
US-64 City of Bixby	\$1,910,560	\$0	\$0	\$1,910,560
Job Piece 18414(06) Code # STPY-172A(166)UT US 64 from S 161st St. South & East to Mingo Rd. - Relocate Utilities for Widening to 4 Lanes [see #18414(04)]				
2005 Oklahoma Statewide Surface Transportation Program Total	\$34,110,509	\$0	\$480,000	\$34,590,509
2005 Recreational Trails Program				
Trails Projects Tulsa Transportation Management Area		Funds to be determined		
Job Piece 18262(08) Code # J1-8262(008) Line Item Placeholder for Projects to be specified by ODOT				
2005 Recreational Trails Program Total		Funds to be determined		

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2005 Transit Program				
Transit City of Tulsa Section 5307 Computer software upgrades	\$80,000	\$0	\$20,000	\$100,000
Transit City of Tulsa Section 5309 Partial Funding for Replacement of ten (10) buses	\$1,000,000	\$0	\$250,000	\$1,250,000
Transit City of Tulsa Section 5307 Capitalization of paratransit and ADA-Related expenses	\$1,000,000	\$0	\$250,000	\$1,250,000
Transit City of Tulsa Section 5307 Communication Equipment (phones)	\$20,000	\$0	\$5,000	\$25,000
Transit City of Tulsa Section 5307 Computer hardware (PCs, printers, etc...)	\$140,000	\$0	\$35,000	\$175,000
Transit City of Tulsa Section 5307 Capital Leases (capitalization of facility, T1's, etc...)	\$60,000	\$0	\$15,000	\$75,000
Transit City of Tulsa Section 5307 Preventative maintenance (Capitalization of expenses)	\$2,240,000	\$0	\$560,000	\$2,800,000
Transit City of Tulsa Section 5303 Planning program	\$1,200,000	\$0	\$175,000	\$1,375,000
Transit City of Tulsa Section 5307 Passenger Amenities (benches & shelters)	\$56,000	\$0	\$14,000	\$70,000
Transit City of Tulsa JARC Grant Partial Funding for Replacement of ten (10) buses	\$420,000	\$0	\$420,000	\$840,000
Transit City of Tulsa Section 5307 Partial Funding for Replacement of ten (10) buses	\$300,000	\$0	\$75,000	\$375,000
Transit City of Tulsa Section 5307 Misc. Shop Equipment as necessary	\$100,000	\$0	\$25,000	\$125,000
Transit City of Tulsa Section 5307 Misc. Office furniture (desks, filing cabinets, etc...)	\$12,000	\$0	\$3,000	\$15,000
Transit City of Tulsa Section 5307 Misc. Office equipment (copier, radios, etc...)	\$12,000	\$0	\$3,000	\$15,000
2005 Transit Program Total	\$6,640,000	\$0	\$1,850,000	\$8,490,000

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2005 Tulsa Urbanized Area Surface Transportation Program				
<i>Gilcrease Expressway City of Tulsa</i> Job Piece Code # Phase 4 for a 4-lane expressway between US-75 and LL Tisdale Expressway.	\$4,795,959	\$0	\$20,351,932	\$25,147,891
<i>Tucson City of Broken Arrow</i> Job Piece Code # Expansion to 3-lane from Elm to Olive	\$1,283,726	\$0	\$5,311,774	\$6,595,500
<i>2005 Tulsa Urbanized Area Surface Transportation Program Total</i>	\$6,079,685	\$0	\$25,663,706	\$31,743,391
2005 Total	\$73,169,655	\$321,000	\$29,309,097	\$102,799,752
2003-2005 TIP Grand Total	\$224,798,591	\$1,212,800	\$64,250,022	\$290,261,413

Summary by Funding Program

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2003				
<i>Airport Improvement Program</i>	\$23,749,000	\$210,000	\$5,451,000	\$29,410,000
<i>Bridge Program</i>	\$23,970,538	\$184,800	\$412,629	\$24,567,967
<i>Congestion Mitigation and Air Quality</i>	\$500,000	\$0	\$125,000	\$625,000
<i>Demonstration Funds</i>	\$16,376,025	\$0	\$0	\$16,376,025
<i>Enhancement Program</i>	\$0	\$0	\$0	\$0
<i>Interstate Maintenance</i>	\$5,463,500	\$0	\$0	\$5,463,500
<i>Metropolitan Planning Program</i>	\$511,849	\$0	\$127,962	\$639,811
<i>National Highway System</i>	\$11,748,407	\$0	\$0	\$11,748,407
<i>Oklahoma Statewide Surface Transportation Program</i>	\$800,000	\$0	\$0	\$800,000
<i>Recreational Trails Program</i>	\$0	\$0	\$0	\$0
<i>Transit Program</i>	\$6,502,600	\$0	\$1,965,650	\$8,468,250
<i>Tulsa Urbanized Area Surface Transportation Program</i>	\$9,640,081	\$0	\$2,970,277	\$12,610,358
2003 Total	\$99,262,000	\$394,800	\$11,052,518	\$110,709,318
2004				
<i>Airport Improvement Program</i>	\$9,895,000	\$317,000	\$1,005,000	\$11,217,000
<i>Bridge Program</i>	\$2,127,371	\$180,000	\$393,429	\$2,700,800
<i>Congestion Mitigation and Air Quality</i>	\$500,000	\$0	\$125,000	\$625,000
<i>Enhancement Program</i>		<i>Funding to be determined</i>		
<i>Interstate Maintenance</i>	\$16,432,300	\$0	\$0	\$16,432,300
<i>Metropolitan Planning Program</i>	\$543,021	\$0	\$135,755	\$678,776
<i>Oklahoma Statewide Surface Transportation Program</i>	\$11,780,946	\$0	\$147,000	\$11,927,946
<i>Recreational Trails Program</i>		<i>Funding to be determined</i>		
<i>Transit Program</i>	\$6,435,120	\$0	\$1,798,791	\$8,233,911
<i>Tulsa Urbanized Area Surface Transportation Program</i>	\$6,426,178	\$0	\$20,480,432	\$26,906,610
2004 Total	\$54,139,936	\$497,000	\$24,085,407	\$78,722,343
2005				
<i>Airport Improvement Program</i>	\$10,704,000	\$217,000	\$973,000	\$11,894,000
<i>Bridge Program</i>	\$2,324,612	\$104,000	\$89,429	\$2,518,041
<i>Congestion Mitigation and Air Quality</i>	\$500,000	\$0	\$125,000	\$625,000
<i>Enhancement Program</i>		<i>Funding to be determined</i>		
<i>Metropolitan Planning Program</i>	\$511,849	\$0	\$127,962	\$639,811
<i>National Highway System</i>	\$12,299,000	\$0	\$0	\$12,299,000
<i>Oklahoma Statewide Surface Transportation Program</i>	\$34,110,509	\$0	\$480,000	\$34,590,509
<i>Recreational Trails Program</i>		<i>Funding to be determined</i>		
<i>Transit Program</i>	\$6,640,000	\$0	\$1,850,000	\$8,490,000
<i>Tulsa Urbanized Area Surface Transportation Program</i>	\$6,079,685	\$0	\$25,663,706	\$31,743,391
2005 Total	\$73,169,655	\$321,000	\$29,309,097	\$102,799,752

Illustrative Projects

Federal regulations (23 USC §134(h)(2)(B)(iv)) allow the inclusion of illustrative projects in the TIP. These are priority projects in the region that could be accomplished if the funding resources were available. These projects are listed here as part of the *FFY 2003-2005 TIP* so that should funding become available these projects may be included in the program.

- I-44 from Yale Avenue to the Arkansas River – right-of-way acquisition.
- I-44/US-412 Environmental Clearance and Right-of-way acquisition from I-244 east to the Will Rogers Turnpike and at the intersection with SH-412P.
- Right-of-way acquisition for I-44 and US-169, I-44 and SH-51, and US-169 and SH-51 interchanges (\$4,000,000.)
- Intelligent Transportation Systems Deployment
 - CCTV, DMS, lighted fiber, and monitoring (\$900,000)
 - Courtesy Patrol (\$300,000)
 - I-44 interchange signal coordination at Peoria, Lewis, Harvard, and Yale Avenues. (\$500,000)
- Gilcrease Expressway right-of-way acquisition from Edison Avenue south to I-44 (\$7,000,000.)
- SH-51 and SH-72 intersection reconfiguration (\$2,000,000)
- 101st Street South from Creek Turnpike east to SH-51 (\$6,000,000.)

Project Selection Criteria

INCOG established a process for the prioritization of transportation projects to be funded with Urbanized Area Surface Transportation Program (STP) funds for inclusion into the TIP for the Tulsa Transportation Management Area. In July 2001, the Urbanized Area STP ranking criteria were revised to give greater weight to projects that address safety, system preservation, alternative modes, and serve existing development. With the input of local officials through the Technical Advisory Committee (TAC), Transportation Policy Committee (TPC), and INCOG Board of Directors, proposed projects were evaluated in October 2001, for eligibility and to establish priorities. Candidate projects were programmed into the TIP based on priorities and the availability of funds, and will be selected for construction in order of meeting all requirements and being ready to proceed.

Urbanized Area STP funds are spent within the Tulsa Transportation Management Area, but are not used on roads functionally classified pursuant to federal guidelines as local or rural minor collectors, except for bridges. The allocation of Urbanized Area STP funds to the Tulsa Urbanized Area is based on the 1990 Census population within the Census defined Tulsa Urbanized Area boundary. The Adjusted Tulsa Urbanized Area includes the Cities of Tulsa, Bixby, Broken Arrow, Catoosa, Jenks, and Sand Springs, and adjacent portions of Osage, Rogers, Tulsa (including Turley), and Wagoner Counties. Entities within the Adjusted Tulsa Urbanized Area are eligible to utilize the Urbanized Area STP funds. Projects located outside the defined Urbanized Area boundary may be considered, but must be sponsored by an eligible entity.

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

- Travel Time
- Safety Improvements
- System Maintenance
- Project Preparation
- Alternative Mode Enhancement
- Land Use
- Intermodal Linkages
- System Management & Integration
- Freight Movement
- Special Benefits

Projects were previously selected and funded through FFY 2003. Therefore, project sponsors submitted proposed projects in October 2001 for funding in FFY 2004 and 2005. A total of 7 projects were submitted requesting \$22 million in federal funds. Through the eligibility, screening, and rating process, the TPC selected, and the INCOG Board of Directors endorsed 4 projects for a total of \$12.5 million in federal funding, with \$6.42 million in FFY 2004 and \$6.08 million in FFY 2005. These funds will be matched locally with \$20.5 million in FFY 2004 and \$25.6 million in FFY 2005.

Financial Resources

Federal funds in the amount of \$219.5 million are anticipated to be available to the Tulsa Transportation Management Area over the FFY 2003-2005 period for surface transportation improvements. The resources are expected from a variety of sources, including Federal Highway Administration funds, Federal Transit Administration funds, and Federal Aviation Administration funds, to be matched with State of Oklahoma funds, and miscellaneous local funds provided by local governments in the Tulsa Transportation Management Area. The Budget Summary on page 3 reflects the funds estimated to be available and the proposed expenditure of funds over the TIP period by funding program, while the Source of Revenue Estimates table (below), identifies the source of the estimated federal funds. Local funds programmed in the TIP are those required to match the federal funds, unless otherwise noted.

As reflected in the Budget Summary on page 3, the projects programmed in the FFY 2003-2005 TIP, totaling \$284.9 million are consistent with the revenues reasonably expected to be available to implement the program.

Source of Revenue Estimates
FFY 2003-2005 TIP for the Tulsa TMA

<i>Funding Program</i>	<i>Source of Revenue Estimate</i>
Tulsa Urbanized Area STP	Direct allocation to the Tulsa TMA based on the Tulsa Urbanized Area population.
Interstate Maintenance	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2003-2005.
Bridge Program	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2003-2005.
National Highway Program	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2003-2005.
Congestion Mitigation and Air Quality	Direct allocation to the Tulsa TMA by ODOT for ozone reduction programs.

Oklahoma Statewide STP	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2003-2005.
Transit Section 5307	MTTA Urbanized formula apportionment from the Federal Transit Administration.
Metropolitan Planning Program	Direct FHWA Planning Assistance and FTA Section 5303 allocation funds to the Tulsa TMA based on ODOT's distribution formula.
Airport Improvement Program	FAA entitlement and discretionary funds. Local funding is from Passenger Facility Charges.

Public Involvement Process

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

As a part of the process to develop the FFY 2003-2005 TIP there were several public involvement opportunities available to interested area citizens. In November of 2001 a public notice was published in local area newspapers and a letter was sent out to our public involvement database (more than 600 entries) including individuals, civic groups, homeowner associations, etc. A notice was also posted in area libraries and on the INCOG transportation web page.

At each milestone event, upon the request of interested parties, notices were sent out with the lists of submitted projects from the various agencies. These selected projects were also updated and placed on INCOG's transportation web page as they became available. Each Technical Advisory Committee (TAC) and Transportation Policy Committee (TPC) was open to the public to allow area citizens to express their views. A public notice was placed in local area papers and another direct mailing to the public involvement database was sent out in March 2002 to inform the public of the preliminary FFY 2003-2005 TIP. The draft document was made available through INCOG's transportation web page and in the INCOG offices. From March 28 through April 25, 2002 the public had opportunities to present their views and opinions regarding the FFY 2003-2005 TIP by submitting something in writing or by attending one of three public meetings. In April 2002 the TAC and TPC approved the FFY 2003-2005 TIP. Another direct mailing was sent out to the public involvement database to inform the public of the final FFY 2003-2005 TIP document. A public notice was also published in local area newspapers and area libraries received copies of the document to have on file. Approval by the INCOG Board of Directors took place in May 2002.

The *TIP* is a dynamic document that is amended from time to time. All amendments to the *FFY2003-2005 TIP* will have ample opportunity for public review and comment, through media notices, direct mailings to interested parties, and agenda postings on the INCOG internet home page. The TAC and TPC will review all proposed amendments and forward recommendations to the INCOG Board of Directors. All approved amendments will be included in the *TIP* document and transmitted to ODOT for inclusion in the Statewide Transportation Improvement Program.

Air Quality

The Tulsa Transportation Management Area is in conformity with air quality standards. Based on a 1995 emission inventory for ozone, On-Road Mobile sources accounted for 46% of Volatile

Organic Compound emissions, 54% of Nitrogen Oxides emissions, and 79% of Carbon Monoxide emissions. The *2025 Mobility Plan* estimated emissions from mobile sources will decrease over time due to cleaner vehicles, cleaner fuel, and higher travel speeds. All projects listed in this TIP are consistent with the LRTP.

The Environmental Protection Agency (EPA) revised the standards governing allowable emissions for metropolitan areas. The revision mandates that the maximum ozone emissions be measured on a running 8-hour average instead of the 1-hour average as previously calculated. Also, the emissions exceedance level was lowered to 0.085 parts-per-million (ppm). The level will be determined based on the fourth highest emissions level at any sampling station in the metropolitan area over a three-year average.

This revision has been challenged in federal court, appealed to the Supreme Court, and remanded back to federal district court. The EPA is working on implementation of the new standard but there is no certainty when the new standard will be implemented. Under the 8-hour standard the Tulsa region would likely be designated as a non-attainment area, and transportation conformity would be required. Under this scenario, projects on the *TIP* could not advance until it was demonstrated that the air quality would not degrade with the implementation of the projects.

However, the Air Quality Committee has indicated to the EPA its intention to participate in the Ozone Flex Program and will enter into a Memorandum of Agreement with the EPA by the end of 2002. Under the guidance promulgated by EPA if the 8-hour standard is violated this program would allow the Tulsa region to enact voluntary emission reduction measures without being designated as non-attainment. Under this scenario it is unlikely that the region will have to demonstrate conformity over the period of this TIP.

Long Range Transportation Plan Compliance

The goals of the *2025 Mobility Plan* focus on providing a range of transportation choices; providing access to jobs, activities, and services throughout the region; enhancing the livability of the community; promoting the area economy; using resources efficiently, and enhancing the safety and security of the system. Projects in the *FFY 2003-2005 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.

During FFY 2001-2002, progress continued toward implementing the LRTP, as well as other related accomplishments as noted below:

- Completion of the expansion of the 71st Street corridor from Riverside Drive to 145th East Avenue
- Continued expansion of I-44 from the Broken Arrow Expressway east
- Completion of the construction of the Creek Turnpike extensions in Creek, Tulsa, and Wagoner counties
- Completion of the construction of SH-97T in Sand Springs
- Near completion of the expansion of SH-51/Broken Arrow Expressway from I-44 to 145th East Avenue
- Initiation of the Gilcrease Expressway construction from US-75 to the LL Tisdale Expressway
- Construction of the extension of SH-266 from SH-66 to I-44 and the interchange at I-44

- Expansion of SH-67 from US-75 west
- Expansion of SH-33 west of Sapulpa
- Several railroad crossing improvement throughout the region
- Numerous bridge maintenance projects throughout the region
- Completion of the Environmental Assessment for US-75 from 151st Street South to I-244
- Opening of the Tulsa Transit Midtown transfer station at 33rd Street and Memorial Drive and the concurrent expansion of service hours and routes.
- Purchase of new vans and buses for the Tulsa Transit Authority
- Initiation of construction of five bicycle/pedestrian trails increasing the miles of trails by nearly 50% and connecting four cities on a continuous trail system.
- Initiation of improvements for the Tulsa on-street bicycle route system
- Continued implementation of the Tulsa International Airport noise mitigation program
- Airfield drainage improvements at Tulsa International Airport
- Runway incursion prevention at Jones/Riverside Airport

Non-Federal Projects

Statewide Capital Improvement Program

The 1997 Oklahoma State Legislature approved a \$1 billion statewide capital investment program to fund transportation projects throughout the state. The program specified the amounts to be spent on every corridor identified in the bill, and the duration for the overall program. The program contains a number of projects in the Tulsa Transportation Management Area. Phase 1 committed \$700 million to projects statewide, including 8 in the Tulsa area, totaling about \$90 million. The Legislature appropriated only half of the remaining \$300 million which will require other funding sources to complete some of the projects.

The following is information related to CIP projects in the Tulsa area, including project termini, project cost, and projected funding.

- Gilcrease Expressway North – Construction of a four-lane expressway from US-75 to the Osage/L.L. Tisdale Expressway. \$12 million was committed under Phase 1 and was used to match a combination of federal and local funds to initiate construction of this highway. An additional \$20 million was required in Phase 2 to complete this \$52 million project but only half of that was appropriated. The difference was made up with federal Urbanized Area STP funds.
- Gilcrease Expressway West – Right-of-way and relocation for construction of a four-lane highway generally following 57th West Avenue from US-64/Keystone Expressway south to I-44 at the 51st Street interchange. \$12.1 million was committed under Phase 1. An additional \$12 million was identified in Phase 2 for this acquisition but was only partially funded. The City of Tulsa is in the process of acquiring property, but no additional funding has been identified to complete this project.
- SH-67 – Widening to four-lanes from US-75 west for two miles. Right-of-way was acquired and approximately ½ mile was constructed in Phase 1. An addition \$7 million in Phase 2 was appropriated to complete this project.

- SH-66 – reconstruction of the bridge over I-44 and signalization of the intersection at 81st Street South. \$1.4 million was appropriated in Phase 2 to complete this project.
- SH-266 – Highway construction from SH-66 to the Will Rogers Turnpike. Right-of-way acquisition, and partial construction was funded in Phase 1. An additional \$2.9 million in Phase 2 was appropriated to complete this connection.
- Broken Arrow Expressway – Widening to six-lanes from I-44 in Tulsa to 145th East Avenue in Broken Arrow. \$30 million was committed in Phase 1 and is under contract.
- US-169 – Widening to six-lanes from 91st Street to 21st Street. This project was completed within the \$25.2 million budget in three phases. A fourth phase to construct noise walls was also completed with Phase 1 funds.

Appendix A – Public Involvement Process

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

Transportation Improvement Program

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

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

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

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

The Transportation Improvement Program Plan of Action 2003-2005

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

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

The Transportation Planning Division will be seeking comments from the public throughout the TIP development process. At key milestones in the process INCOG will provide specific opportunities directly to the public for review and comment on the projects in the TIP. We will be posting all information on our website as well so visit our web page (www.incog.org/Transportation/Transportation.htm) beginning December 1, 2001, for regular updates on the TIP development and opportunities for input.

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

Dates to remember at a glance

TIP Milestone Event	Date
Policy Committee consideration of locally selected Surface Transportation Program projects	December 6, 2001
List of projects from the Oklahoma Department of Transportation available for review	February 20, 2002
Preliminary 2003 - 2005 TIP available for review	March 28, 2002
Final 2003 - 2005 TIP available for review	April 25, 2002
Preliminary Statewide TIP available for review	July 17, 2002

Month by Month Plan of Action

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

- Send out a third notice to those whom had requested notice at each step in the TIP process – letter sent out regarding the February 20, 2002 deadline that a list of projects submitted by the Oklahoma Department of Transportation will be available for review on our website or in our offices
- February 20, 2002 - Transportation Advisory Committee to review list of projects submitted by ODOT
- February 28, 2002 - Transportation Policy Committee to review list of projects submitted by ODOT
- **March**
 - Send out a fourth notice to those whom had requested notice at each step (and to the full mailing list) in the TIP process – letter regarding the preliminary 2003-2005 TIP available on our web site or in our offices – deadline March 28, 2002
 - March 20, 2002 – Transportation Advisory Committee to review the preliminary TIP list of projects
 - March 28, 2002 – Transportation Policy Committee to review the preliminary TIP list of projects
 - Send out a press release to local area newspapers regarding the preliminary TIP project list for review and comment
- **April**
 - Send out a notice to the PIP database informing of the Final 2003-2005 TIP now available for review and comment by April 25, 2002 – list available for review on website or in our offices
 - Send out notices to local area newspapers regarding Final TIP listing of projects
 - Post notices in the libraries regarding the Final TIP list of projects

Appendix B – Project Selection Process

Surface Transportation Program (STP) Project Prioritization and Selection Process for the Tulsa Urbanized Area Transportation Policy Committee July 26, 2001

The STP funding category was established by the Intermodal Surface Transportation Efficiency Act (ISTEA), as part of the federal transportation funding program for fiscal years 1992 through 1997. The Transportation Equity Act for the 21st Century (TEA-21) continues the STP funding category for fiscal years 1998 through 2003. The STP, along with the National Highway System (NHS) program, serves to replace the Federal-Aid Primary, Secondary and Urban Systems, which were repealed by ISTEA. STP funds are to be made available on an annual basis by the Federal Highway Administration (FHWA), through the Oklahoma Department of Transportation (ODOT), for the implementation of eligible transportation improvements within the Tulsa Urbanized Area.

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

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

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

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

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

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

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

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

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

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

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

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

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

Eligible Transportation Improvements

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

- 1) The proposed project must represent at least one of the following:
 - A) An implementation of actions from the *2025 Mobility Plan*,
 - B) A transportation system management (including congestion management) project,
 - C) Transportation control measures from the State Implementation Plan for Air Quality,
 - D) A safety or transportation enhancement project,
 - E) Or system preservation of a transportation facility (i.e., reconstruction, rehabilitation, resurfacing, restoration and operational improvements).
- 2) The proposed project must be compliant with the target community's comprehensive plan.
- 3) Projects must be located within the Tulsa Transportation Management Area (TMA) (Attachment C).
- 4) Funds must be used for roads classified as Urban Collectors/Arterials or Rural Collectors (Major)/Arterials under the Highway Functional Classification System. (Bridges are exempt from this rule).

The local project sponsor must be a local unit of government or instrumentality thereof (such as the Metropolitan Tulsa Transit Authority or INCOG), within the Tulsa Urbanized Area eligible to utilize Tulsa Urbanized Area STP funds.

- 5) The local project sponsor must provide to INCOG an STP Project Resolution (Attachment A), adopted by the governing body at a public meeting, which describes the project, including the type of improvement, project location, total project cost, and source(s) of matching funds. The sample resolution may be modified to reflect specific agreements between the project sponsor and ODOT, to reflect participation in the ODOT Certification Acceptance (CA) Program, or to meet local city charter requirements.
- 6) The local project sponsor must provide to INCOG a preliminary cost estimate. Cost estimates for construction projects must be submitted by a registered professional engineer, architect, or landscape architect as appropriate, licensed in the State of Oklahoma.

Funding Ratios

The United States Department of Transportation (USDOT) will divide almost \$6 Billion dollars per year among the states based on their respective amounts of highway mileage, vehicles miles traveled, and tax payments contributed. The Oklahoma Department of Transportation (ODOT) uses 37.75% of allocated funds for various projects throughout the state, with the remaining 62.25% being divided between the Oklahoma City and Tulsa Transportation Management Areas. INCOG's share is on average an estimated \$8 Million per year. Based on the priorities established, projects representing 100-110 percent of the expected resources may be programmed in the TIP to be funded with Urbanized Area STP funds. INCOG will assist project sponsors to identify other potential funding sources for projects that are not programmed in the TIP.

In order to accelerate completion of the expressway system within the Tulsa metropolitan area, up to 10 percent of the Urbanized Area STP funds may be set aside for functional planning/engineering and environmental studies; up to 50 percent for right-of-way acquisition and utility relocation; and up to 70 percent for construction related to completion/upgrading of the Expressway System (i.e., Gilcrease Expressway and Osage/L.L. Tisdale Expressway).

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

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

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

Instructions for Project Submittals

Any entity wishing to sponsor functional planning/engineering, Major Investment Studies, and environmental studies, right-of-way acquisition, and utility relocation related to

completion/upgrading of the Expressway System must submit a request to INCOG. Each request will be evaluated on a case-by-case basis to determine if funds will be set-aside for this purpose.

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

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

A. Travel Time Improvements	Maximum 12 points
B. Safety Improvements	Maximum 12 points
C. System Maintenance	Maximum 10 points
D. Project Preparation	Maximum 10 points
E. Alternative Mode Enhancement	Maximum 10 points
F. Land Use	Maximum 10 points
G. Intermodal Linkages	Maximum 10 points
H. System Management & Integration	Maximum 10 points
I. Freight Movement	Maximum 8 points
J. Special Benefits	Maximum 8 points
Total	<hr/> 100 points

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

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

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

Project funding will be obligated (approved by ODOT and FHWA) in consultation with INCOG on a "first ready, first funded" basis, regardless of project sponsor. Project selection by the MPO will be considered to occur when the project is included on the TIP approved by the Transportation Policy Committee and endorsed by the INCOG Board of Directors. Upon receipt of MPO concurrence, ODOT will place the project on a scheduled letting list, and request the local funding share from the project sponsor. The matching funds must be received by ODOT before the project can be advertised for bids. Prior to bid opening, ODOT will request Federal authorization of the project.

Project Monitoring

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

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

Tentative Schedule

Activity	Target Date
Solicit Applications	Friday, July 27, 2001
Applications Due	Friday, October 5, 2001
Preliminary List to Technical Committee	Wednesday, October 17, 2001
Preliminary List to Policy Committee	Thursday, October 25, 2001
Approved List to INCOG Board	Thursday, November 8, 2001

Appendix C – TIP Development Process

PROCEDURES FOR DEVELOPING AND AMENDING THE OKLAHOMA STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AND THE OKLAHOMA METROPOLITAN PLANNING ORGANIZATIONS TRANSPORTATION IMPROVEMENT PROGRAMS

Section 1203(h) of the Transportation Equity Act for the 21st Century (TEA-21) requires, “The Metropolitan Planning Organization designated for a metropolitan area, in cooperation with the State and any affected transit operator, shall develop a transportation improvement program for the area for which the organization is designated.” In addition, Section 1204(f) of TEA-21 requires that, “Each State shall develop a Transportation Improvement Program for all areas of the State. With respect to each metropolitan area in the State, the program shall be developed in cooperation with the metropolitan planning organization (MPO) designated for the metropolitan area under section 134 of this title and section 5303 of title 49.” In accordance with these requirements, the Oklahoma Department of Transportation, in cooperation with the Association of Central Oklahoma Governments (ACOG), Indian Nations Council of Governments (INCOG), Lawton Metropolitan Area Planning Commission (LMAPC), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), has developed the following procedures and deadlines for coordinating and approving the Statewide Transportation Improvement Program (STIP) and the Transportation Improvement Programs (TIP).

STIP AND TIP DEVELOPMENT PROCEDURES AND DEADLINES

NO.	PROCEDURE	DEADLINE
(1)	The Metropolitan Planning Organization (MPO) will begin preparation of a 3-year TIP and the Oklahoma Department of Transportation (ODOT) will begin the preparation of the 3-year STIP. These documents will be updated biennially. All projects within the boundaries of a Transportation Management Area (TMA) with Federal participation, excluding projects undertaken on the National Highway System and pursuant to the Bridge and Interstate Maintenance programs, will be selected by the MPO designated for such area in consultation with the State and in conformance with the TIP for such area. Projects undertaken on the National Highway System or pursuant to the Bridge and Interstate Maintenance Programs will be selected by the State in cooperation with the Metropolitan Planning Organization. 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 1
(2)	The Oklahoma Department of Transportation will request the Federal Highway Administration to provide a list of Indian Reservation Roads (IRR) to be included in the three (3) year STIP and TIP.	OCTOBER 15
(3)	The Federal Highway Administration will provide ODOT, and ODOT will provide ACOG, INCOG, and LMAPC with an estimate of anticipated apportionments and obligation authority to be used for preparing the three (3) year STIP and TIPs. If ODOT plans to reduce or increase any fiscal year obligation authority to an MPO above or below the annual ratio established by the total obligational authority and apportionments distributed to the State as a whole, ODOT will advise the Federal Highway Administration and the MPOs so they can establish the funding	NOVEMBER 1

	limitations for each year of the STIP and TIP.	
(4)	The Federal Highway Administration will provide ODOT with a current list of Indian Reservation Roads (IRR) and the Federal Transit Administration will provide ODOT with a list of all Transit Programs and Funds to be included in each fiscal year of the STIP and TIP.	DECEMBER 30
(5)	Each Federal Fiscal Year when the biannual STIP and TIPs are being prepared, ODOT will provide the MPOs with a list of all Federal Funded Indian Reservation Roads, Forest Highway, 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 LMAPC areas.	JANUARY 1
(6)	If there is a conflict(s) with any of the projects ODOT submits to the MPO for inclusion in their TIP, the MPO, within forty-five (45) calendar days, will provide a written response to ODOT indicating the conflict(s) or problem(s) and the action the MPO deems necessary to correct the conflict(s) or problem(s).	FEBRUARY 28
(7)	After the conflict(s) or problem(s) is resolved the project(s) will be included in the Preliminary TIP or other appropriate action taken.	MARCH 1
(8)	Each MPO will provide ODOT a copy of their Preliminary TIP for review and comments prior to public distribution.	MARCH 7
(9)	If there is a conflict(s) or problem(s), ODOT will provide a written response to the MPO within fifteen (15) calendar days indicating the specific problem(s) and what action ODOT believes is necessary to correct the Preliminary TIP.	MARCH 21
(10)	After all conflict(s) or problem(s) are resolved the Preliminary TIP will be distributed by the MPO for public review and comments in accordance with Section 1203 (h)(4) of TEA-21. A minimum of twenty-one (21) days from date of first publication will be provided for public review and comments. All substantive comment(s) and appropriate responses will be included in the Final TIP.	APRIL 1
(11)	A copy of the Final TIP will be provided to the Governor's Designee (ODOT) for review and approval no later than MAY 1 . ODOT will provide the MPO written notification approving the Final TIP and the document will then be included in the STIP without modification.	MAY 1
(12)	ODOT will complete the Preliminary STIP and include all Federal-Aid projects proposed for funding under Title 23 and the Federal Transit Act.	JUNE 15
(13)	The Preliminary STIP will be presented to the Oklahoma Transportation Commission (OTC) for approval to distribute the STIP and approved TIPs for public review and comments.	JULY OTC MEETING
(14)	The Preliminary STIP will be distributed to Federal, State and local Government agencies, Indian Tribal Governments, the MPOs, representatives of transportation employees and the public for review and comments.	JULY 7
(15)	After reviewing the Preliminary STIP, the MPO will provide written notification of its action on the document to ODOT.	AUGUST 15
(16)	All written substantive 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 TIPs, will then be forwarded to the Federal Highway and Federal Transit Administrations for formal approval prior to October 1.	SEPTEMBER OTC MEETING
(17)	After Federal Highway and Federal Transit Administrations approve the Final Statewide Transportation Improvement Program (STIP), it will be distributed Statewide.	OCTOBER 1

STIP AND TIP DEVELOPMENT PROCEDURES

(1)	When the MPO has approved an amendment to their TIP, a copy of the amendment will be forwarded to ODOT for approval, as the Governor's Designee, and addition to the STIP. The MPO will be responsible for advertising their amendments and providing an opportunity for public review and comment in accordance with Section 1203 (h)(4) of TEA-21 and their applicable Public Involvement Process. The public notice must allow a minimum of 14 days from first date of publication for public review and comment. All substantive comments received by MPO and any subsequent responses to those comments should be attached to the amendment request for ODOT's information and use.
(2)	If there is a conflict(s) with the MPO amendment request, ODOT will provide within 15 calendar days, a written response indicating the problem and what action is deemed necessary to correct the problem. When the conflict(s) has been resolved, ODOT will provide the MPO written approval of the amendment. ODOT will then amend the STIP to include the requested change(s) and notify the Federal Highway and Federal Transit Administrations of the amendment(s).
(3)	When the Oklahoma Transportation Commission approves a Federal funded project(s) on the State Highway System and adds it to a currently approved STIP, ODOT will be responsible for advertising the project for public review in accordance with Section 1204(f) of TEA-21. If the Transportation Commission approves a County Road, County Bridge, City Street, City Bridge or other Local Government entity sponsored project, the sponsoring local governmental entity will be responsible for advertising the project as an addition to the STIP. The public notice will allow a minimum of 14 days from first date of publication for public review and comment.
(4)	If ODOT amends the STIP to include a project(s) within the ACOG or INCOG Transportation Management Area (TMA) or the LMAPC metropolitan area, ODOT will make a written request to amend the TIP. ODOT will provide the MPO with copies of the public notice, all substantive comments received on the notice and any responses made by ODOT regarding the comments received.
(5)	If the MPO determines there is a conflict(s) with the requested TIP amendment, the MPO will notify ODOT in writing within 15 calendar days of receiving the amendment indicating the problem(s) and what action they feel is necessary to correct the problem(s). When the conflict(s) is resolved, the MPO will amend their TIP and provide ODOT with written approval of the amendment.
(6)	After ODOT and the MPO have formally approved an amendment to add a project(s) to a TIP and STIP, ODOT will notify the Federal Highway and Federal Transit Administration regarding the amendment(s). Projects within any year of the current 3 year STIP can be moved to any other year without requiring a formal amendment.

**APPROVAL OF PROCEDURES AND DEADLINES
FOR DEVELOPING
AND AMENDING THE STIP AND TIP**

In order to develop or amend the Transportation Improvement Program for the three Metropolitan areas 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 Area Planning Commission, Federal Highway Administration and Federal Transit Administration. Each Metropolitan Planning Organization will be responsible for completing and amending their Transportation Improvement Program in accordance with these procedures. The Oklahoma Department of Transportation will then be responsible for developing and amending the Statewide Transportation Improvement Program and for coordinating these efforts with the Federal Highway and Federal Transit Administration. Any charges to specific items or deadlines presented in this procedural guide will require formal approval of the undersigned agencies and MPOs.

We, the undersigned, approve these procedures and deadlines for developing and amending the STIP and TIP. These revised procedures will become effective March 1, 2000.

DATE SIGNED

AGENCY APPROVAL

2/8/00



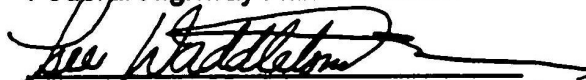
Paul A. Adams, Deputy Director
Oklahoma Department of Transportation

4/11/00



Lubin Quinones, Acting Executive Director
Federal Highway Administration

2/14/00



Lee O. Waddleton, Regional Administrator
Federal Transit Administration

2/9/00



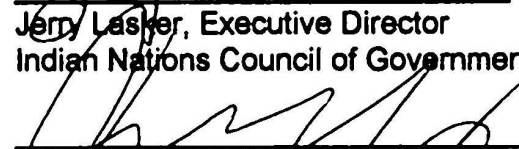
Zach D. Taylor, Executive Director
Association of Central Oklahoma Governments

2-29-00



Jerry Lasker, Executive Director
Indian Nations Council of Governments

3-22-00



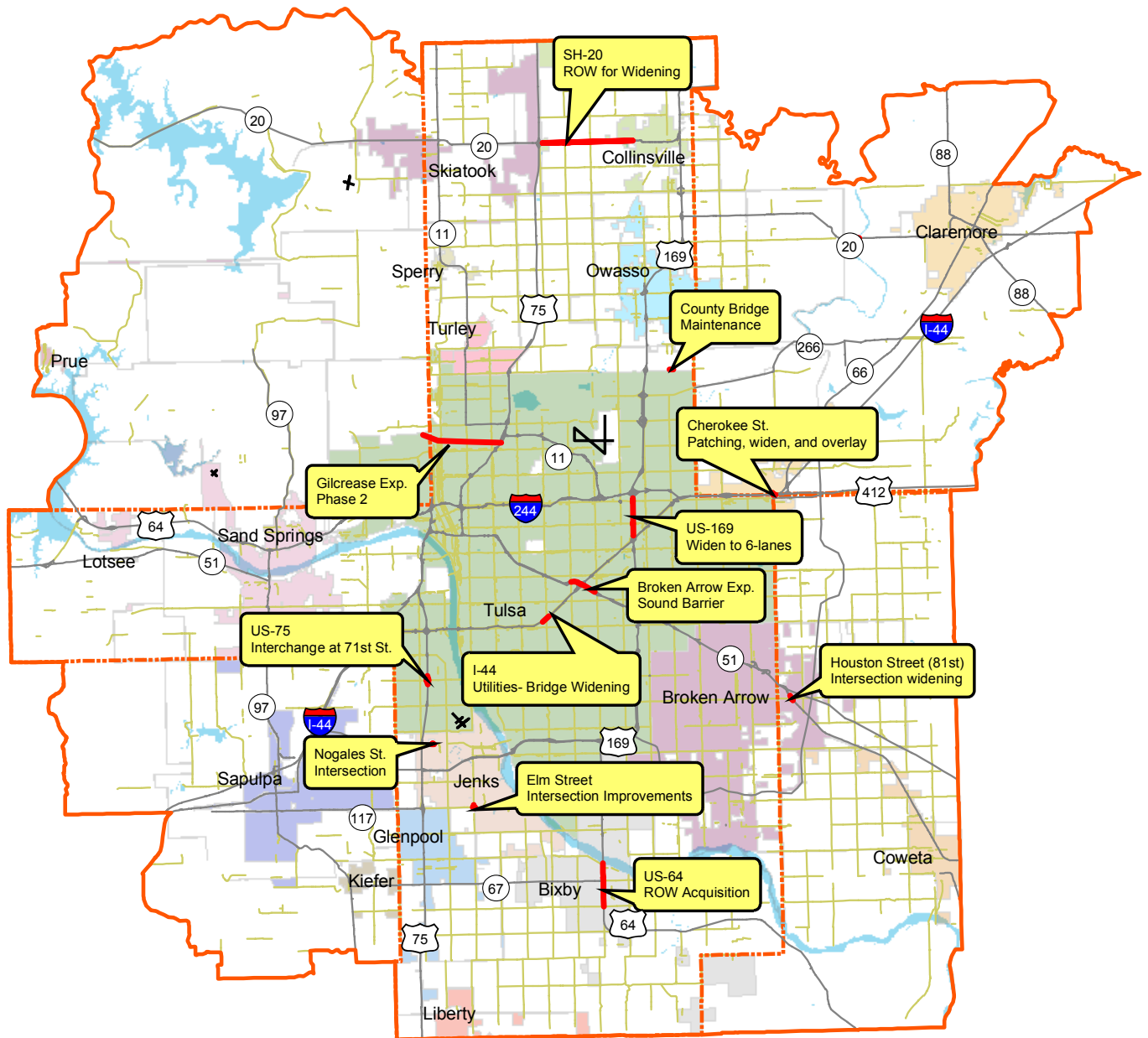
Charlie Young, Chairman
Lawton Metropolitan Area Planning Commission

Glossary of Terms and Acronyms

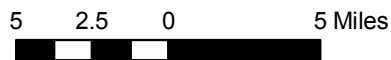
ADA	American with Disabilities Act
BHFY	Federal Bridge Rehabilitation on collector street or greater
BHIY	Federal Bridge Rehabilitation on Interstate
BRFY	Federal Bridge Replacement on collector street or greater
BRO-C	Bridge Replacement on County Roads
CMA	Congestion Mitigation and Air Quality
DPI	Federal-Aid Demonstration Project
EH	Transportation Enhancement
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IMY	Interstate Maintenance
IMG	Interstate Maintenance Safety
INCOG	Indian Nations Council of Governments
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
JARC	Job Access-Reverse Commute transit grant
Local	Project funding for local government unit
LRTP	Long-Range Transportation Plan
MKT	Missouri-Kansas-Texas Railroad
NHY	National Highway System
NHIY	National Highway System funds used on the Interstate System
ODOT	Oklahoma Department of Transportation
PFC	Airport Passenger Facility Charge
PL	Metropolitan Planning Program
SEC 5303	Metropolitan Planning for Transit
SEC 5307	Urbanized Area Formula Program for Transit
SEC 5309	Capital Program for Transit
SFY	State Fiscal Year
SH	State Highway designation
STIP	Statewide Transportation Improvement Program
STPY	Surface Transportation Program
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21 st Century
TIP	INCOG Transportation Improvement Program
TMA	INCOG Transportation Management Area
TPC	INCOG Transportation Policy Committee

Maps

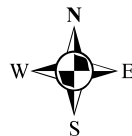
FFY 2003 TIP Projects



- Transportation Management Area
- County Boundaries
- Water Features
- Airports
- Roadways
- Highways
- 2003 TIP Projects

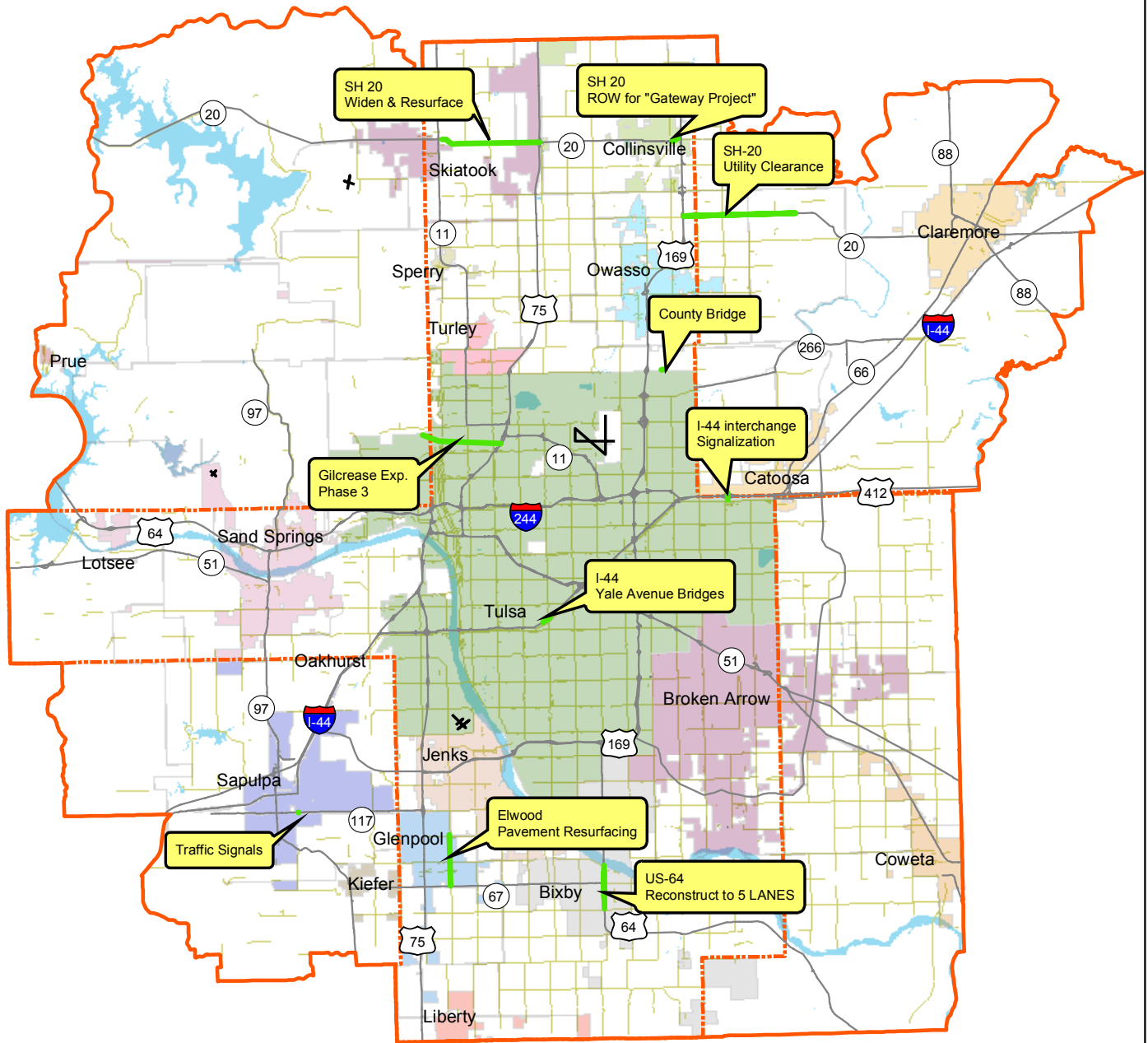


INCOG
www.INCOG.org

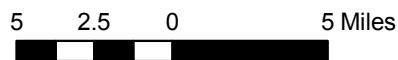


March 7, 2002

FFY 2004 TIP Projects



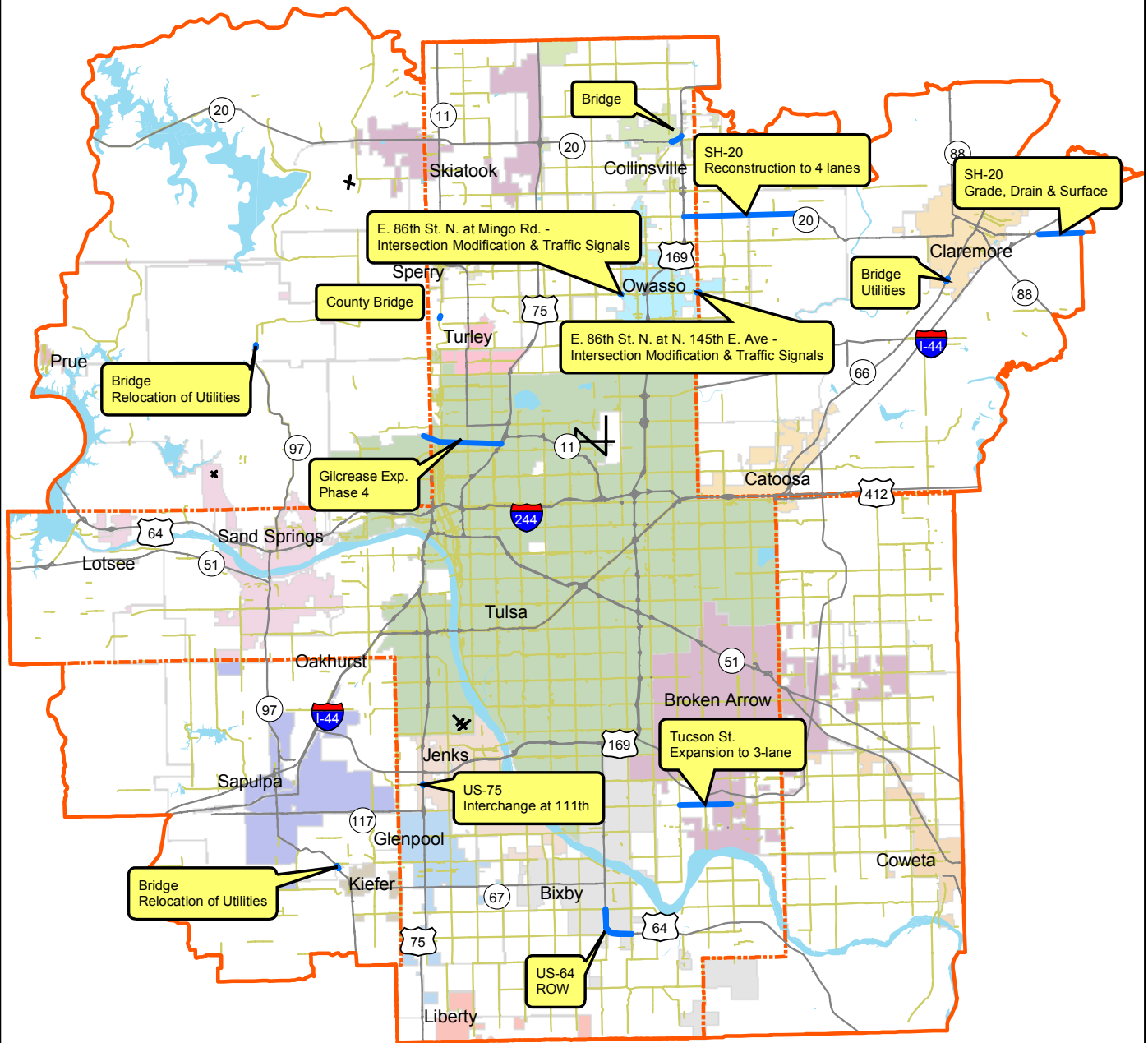
- Transportation Management Area
- County Boundaries
- Water Features
- Airports
- Roadways
- Highways
- 2004 TIP Projects



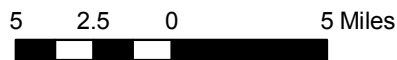
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March 7, 2002



FFY 2005 TIP Projects



- Transportation Management Area
- County Boundaries
- Water Features
- Airports
- Roadways
- Highways
- 2005 TIP Projects

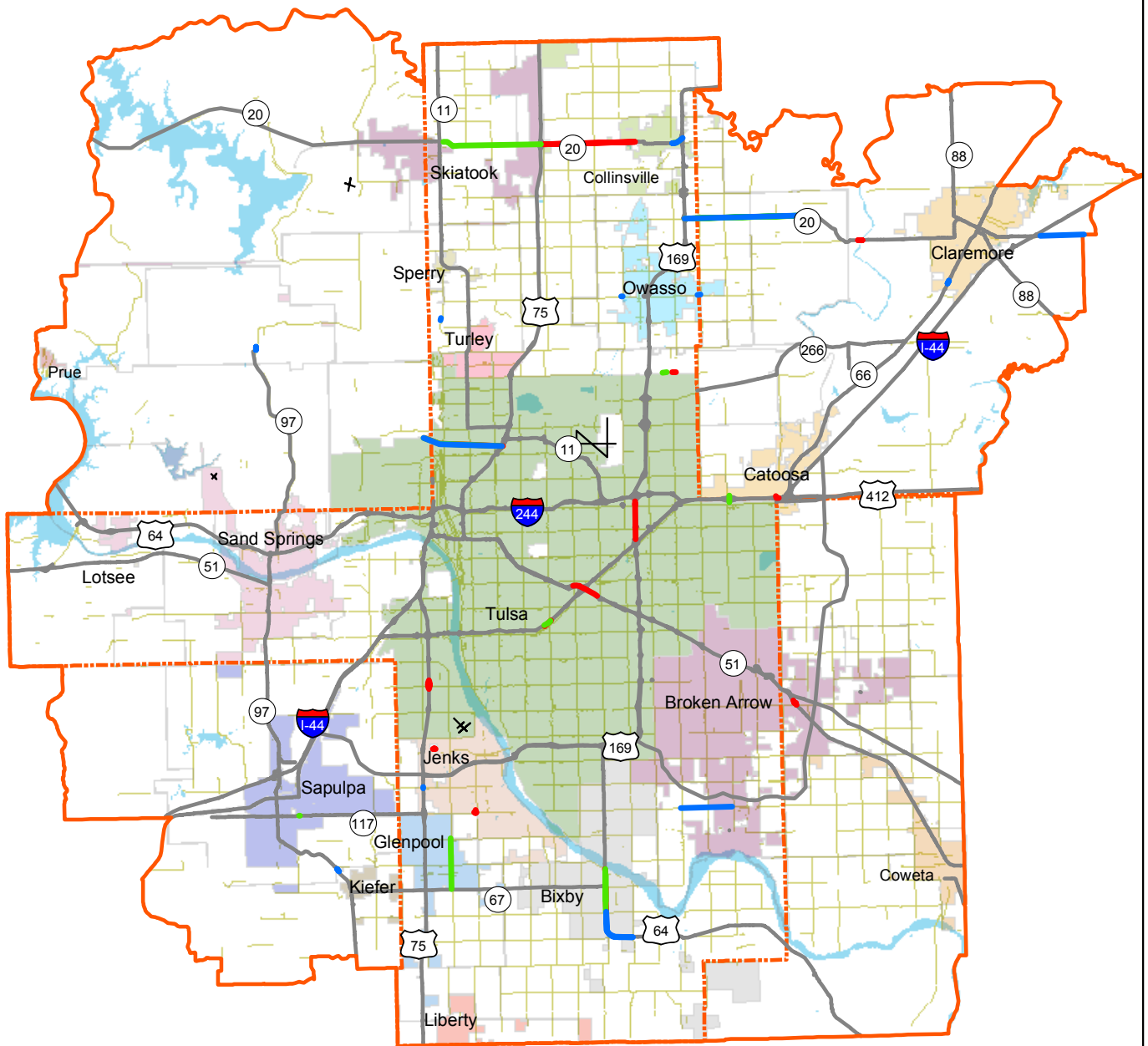


INCOG
www.INCOG.org

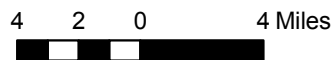


March 7, 2002

FFY 2003-2005 TIP Projects



- Transportation Management Area
- County Boundary
- Airports
- Roadways
- Highways
- Water Features
- 2005 TIP Projects
- 2004 TIP Projects
- 2003 TIP Projects



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