
FFY 2004 – 2006

Transportation Improvement Program

For the Tulsa Transportation Management Area



FFY 2004 – 2006 Transportation Improvement Program

For the Tulsa Transportation Management Area

May 8, 2003

Recommended for Approval by the Technical Advisory Committee April 16, 2003

Approved by the Transportation Policy Committee April 24, 2003

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Contacting INCOG

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

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Resolution

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

A RESOLUTION TO ADOPT THE *FFY 2004 – 2006 TRANSPORTATION IMPROVEMENT PROGRAM* FOR THE TULSA TRANSPORTATION MANAGEMENT AREA

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

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

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

WHEREAS, a Transportation Improvement Program for the Tulsa Transportation Management Area, containing highway, transit, bicycle/pedestrian, airport, and air quality improvement projects expected to be carried out from FFY 2004 to FFY 2006, 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 2004 – 2006 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2004 – 2006 Transportation Improvement Program* for the Tulsa Transportation Management Area.

Date

Indian Nations Council of Governments

Date

Oklahoma Department of Transportation

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Introduction & Background

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

The *Federal Fiscal Year (FFY) 2004-2006 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 2004-2006 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 2004-2006 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 2004-2006 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 projects:

- Expansion to 6-lanes of US-169 from I-44 to I-244
- Expansion to 6-lanes of I-44 at Yale Avenue
- Reconstruction of SH-20 from US-169 east for 4 miles

- Phased construction of the Gilcrease Expressway between the L.L. Tisdale Expressway and US-75
- Expansion of Tucson (121st Street South) from Elm to Olive in Broken Arrow
- Reconstruction of the interchange at US-75 and 71st Street South
- Right-of-way acquisition and utility relocation for reconstruction of the interchange at US-75 and 111th Street South
- Signalization of the interchange of I-44/US-412 and 163rd Street
- 86th Street intersection improvements in Owasso
- Transit projects include replacement of various vehicles and installation of passenger shelters
- Significant airport improvements include TIA terminal improvements, continuation of phased noise mitigation program, taxiway improvements, and runway extension.

TIP Document Organization

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

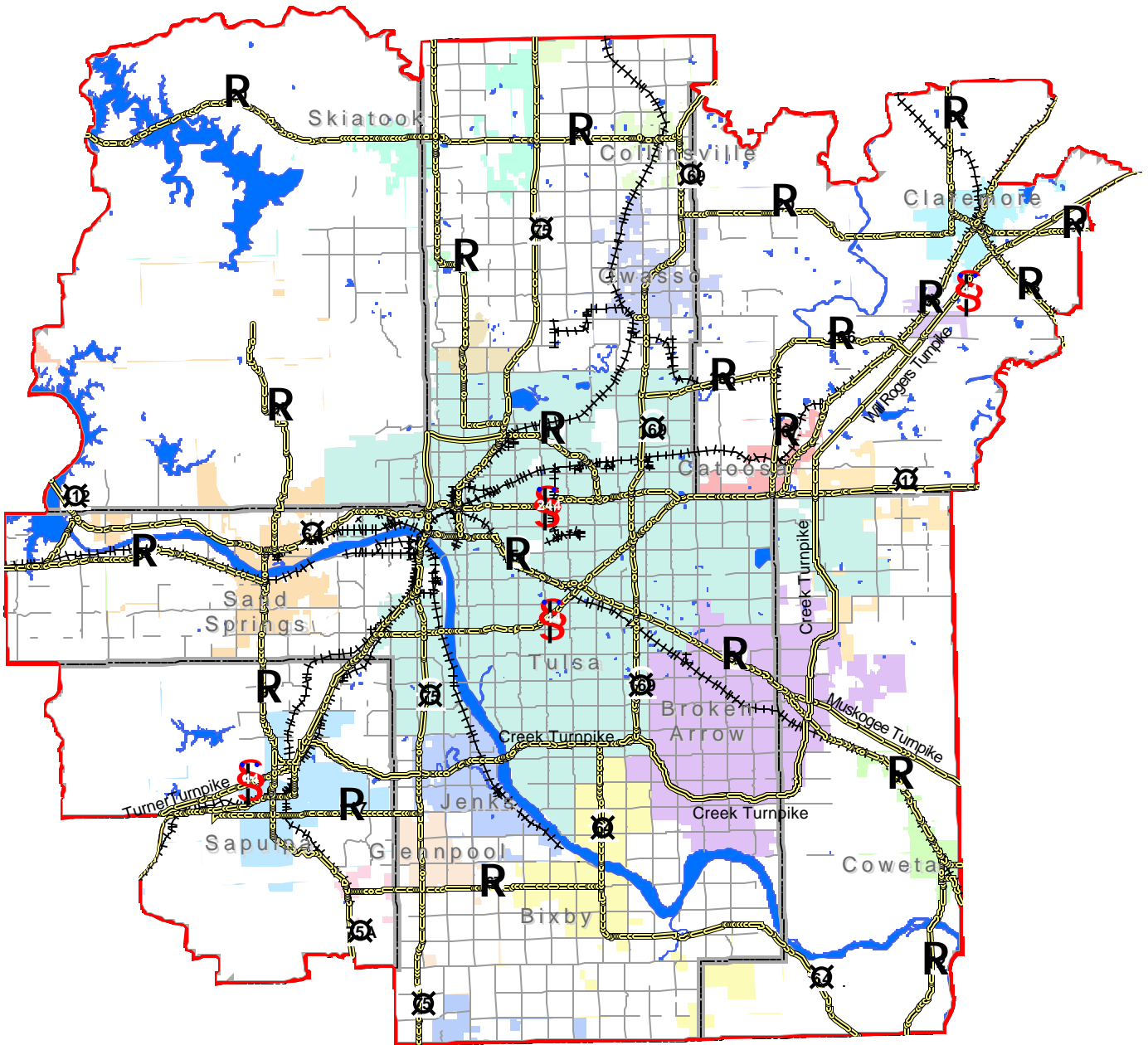
- The projects are grouped by year and within each year they are grouped by funding program in alphabetical order.
- Summaries of funding by program for each year follow the project listings
- A glossary and maps of the projects are at the back of the document for quick reference
- Because the *TIP* 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 2004-2006 Transportation Improvement Program

<i>Program Category</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
Airport Improvement Program	\$66,980,000	\$400,000	\$22,167,000	\$89,547,000
Bridge	\$3,193,685	\$596,000	\$916,289	\$4,705,974
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	\$1,395,198	\$0	\$490,889	\$1,886,087
Interstate Maintenance	\$22,266,795	\$0	\$0	\$22,266,795
Metropolitan Planning Program	\$1,566,719	\$0	\$391,679	\$1,958,398
National Highway System	\$31,531,587	\$0	\$0	\$31,531,587
Oklahoma Statewide Surface Transportation Program	\$35,460,532	\$365,710	\$627,000	\$36,453,242
Recreational Trails Program	N/A	N/A	N/A	N/A
Transit	\$19,961,800	\$0	\$5,392,950	\$25,354,750
Tulsa Urbanized Area Surface Transportation Program	\$12,505,863	\$0	\$46,144,138	\$58,650,001
2004-2006 TIP Grand Total	\$212,738,204	\$1,361,710	\$76,504,945	\$290,604,859

Tulsa Transportation Management Area



Legend

-  Highways
-  Major Streets
-  Railways
-  TMA Boundary
-  County Boundary
-  Rivers & Lakes



Prepared by INCOG
February 2003
www.incog.org

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.

Name & location of the project	Funding Program Year & Title	Funding Source			
		Federal	State	Local	Project Total
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>
2004				
<i>2004 Airport Improvement Program</i>				
<i>Jones/Riverpark Airport City of Tulsa</i> Airfield Drainage Improvements II (including NE sewer main).	\$3,780,000	\$0	\$420,000	\$4,200,000
<i>Tulsa International Airport City of Tulsa</i> Noise Mitigation	\$13,500,000	\$0	\$1,500,000	\$15,000,000
<i>Tulsa International Airport City of Tulsa</i> Snow & ARFF Equip	\$1,890,000	\$0	\$210,000	\$2,100,000
<i>Tulsa International Airport City of Tulsa</i> Taxiway November	\$3,600,000	\$0	\$400,000	\$4,000,000
<i>Tulsa International Airport City of Tulsa</i> Terminal Building Improvements III	\$3,110,000	\$0	\$15,000,000	\$18,110,000
<i>2004 Airport Improvement Program Total</i>	<i>\$25,880,000</i>	<i>\$0</i>	<i>\$17,530,000</i>	<i>\$43,410,000</i>
<i>2004 Bridge</i>				
<i>County Bridge Osage County</i> Job Piece 20155(04) Code # BRO-157D(045)CO 20th St W 1/4 mile north of 113th St N over Rock Creek	\$288,000	\$72,000	\$0	\$360,000
<i>County Bridge Tulsa County</i> Job Piece 19615(04) Code # BRF-172C(206)CO Bridge #87 and approaches over Bird Creek on E 56th St North, App 10 Miles east of US-169(NBI#05043)	\$326,570	\$180,000	\$393,430	\$900,000
<i>SH-151 Tulsa County</i> Job Piece 20280(04) Code # BHFY-172C(234) Bridge repair on Keystone Dam	\$300,000	\$0	\$0	\$300,000
<i>US-64 Tulsa County</i> Job Piece 19451(04) Code # BRFY-NBIP(232) Bridge painting over Snake Creek, 10.4 mi South of Turnpike	\$86,410	\$0	\$0	\$86,410
<i>US-64 Tulsa County</i> Job Piece 19451(05) Code # BRFY-172C(205) Joint/Seal Repair over Snake Creek, 10.4 mi South of Turnpike	\$55,432	\$0	\$0	\$55,432
<i>2004 Bridge Total</i>	<i>\$1,056,412</i>	<i>\$252,000</i>	<i>\$393,430</i>	<i>\$1,701,842</i>
<i>2004 Congestion Mitigation and Air Quality</i>				
<i>TMA Tulsa Transportation Management Area</i> Job Piece Code # Project allocation to be determined	\$500,000	\$0	\$125,000	\$625,000
<i>2004 Congestion Mitigation and Air Quality Total</i>	<i>\$500,000</i>	<i>\$0</i>	<i>\$125,000</i>	<i>\$625,000</i>

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2004 Demonstration Funds				
US-75 City of Tulsa Job Piece 12938(04) Code # DPI-NHY-0009(001) Interchange improvements at US-75 & 71st St	\$16,376,025	\$0	\$0	\$16,376,025
2004 Demonstration Funds Total	\$16,376,025	\$0	\$0	\$16,376,025
2004 Enhancement Program				
Broken Arrow South Loop Trail Phase 2 City of Broken Job Piece Code # Construction from 145th to 161st East Avenue	\$348,484	\$0	\$87,121	\$435,605
Claremore Citywide Trail Phase 1 City of Claremore Job Piece Code # Construction	\$360,104	\$0	\$167,459	\$527,563
Osage Trail City of Tulsa Job Piece Code # Construction from OSU Tulsa to 56th Street North	\$686,610	\$0	\$236,309	\$922,919
2004 Enhancement Program Total	\$1,395,198	\$0	\$490,889	\$1,886,087
2004 Metropolitan Planning Program				
Planning Program Tulsa Transportation Management Area Job Piece 11768(19) Code # PL-0060(029)PL Metropolitan Planning Funds For State FY 05 (July 1,2004 - June 30, 2005)	\$543,021	\$0	\$135,755	\$678,776
2004 Metropolitan Planning Program Total	\$543,021	\$0	\$135,755	\$678,776
2004 National Highway System				
US-169 City of Tulsa Job Piece 11031(09) Code # NHY-030N(034) Reconstruct to widen to 6-lanes from I-44 to I-244 and 4th Place bridge & approaches	\$9,732,697	\$0	\$0	\$9,732,697
2004 National Highway System Total	\$9,732,697	\$0	\$0	\$9,732,697
2004 Oklahoma Statewide Surface Transportation Program				
Elwood Avenue City of Glenpool Job Piece 17022(04) Code # STP-172B(034)UR Pavement Resurfacing of Elwood Avenue From 151St to 131St	\$426,000	\$0	\$142,000	\$568,000
Mission Street City of Sapulpa Job Piece 19534(04) Code # STP-119B(075)UR Traffic Signals 0.5 mi East of SH-117 & SH-97 Junction	\$15,000	\$0	\$5,000	\$20,000
Railroad Projects Tulsa Transportation Management Area Job Piece 17049(10) Code # J1-7049(010) Line Item Placeholder for Projects to be Specified by ODOT	N/A	N/A	N/A	N/A
Right of Way Clearance Tulsa Transportation Management Job Piece 19720(05) Code # J1-9720(005) Line Item Placeholder for Projects to be Specified by ODOT	N/A	N/A	N/A	N/A

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
SH-20 Tulsa County Job Piece 09482(06) Code # STPY-072B(452)UT SH-20 from US-169 E 4 mi to Keetonville Hill near 209th E Ave [Relocation of Utilities for project #09482(04)]	\$1,726,466	\$0	\$0	\$1,726,466
SH-20 Tulsa County Job Piece 09482(05) Code # STPY-072B(451)RW SH-20 from US-169 E 4 mi to Keetonville Hill near 209th E Ave [Right of Way Acquisition For project #09482(04)]	\$1,092,700	\$0	\$0	\$1,092,700
SH-266 City of Claremore Job Piece 20279(04) Code # STPY-166C(115) Bridge repair over SH-66	\$300,000	\$0	\$0	\$300,000
SH-51 Creek County Job Piece 02224(04) Code # STPY-019B(258) Grade, Drain, & Surface from east end of Salt Creek Bridge, ext east to 1/4 mi east of Tulsa county line	\$3,600,000	\$0	\$0	\$3,600,000
SH-66 Rogers County Job Piece 20229(04) Code # STPY-NBIP(283) Bridge painting over Verdigris River	\$844,600	\$0	\$0	\$844,600
SH-66 Rogers County Job Piece 20229(05) Code # STPY-166C(112) Bridge repair over Verdigris River	\$438,780	\$0	\$0	\$438,780
Traffic Safety Projects Tulsa Transportation Management Job Piece 17051(10) Code # J1-7051(010) Line Item Placeholder for Projects to be Specified by ODOT	N/A	N/A	N/A	N/A
2004 Oklahoma Statewide Surface Transportation Program Total	\$8,443,546	\$0	\$147,000	\$8,590,546
2004 Recreational Trails Program				
Trail Projects Tulsa Transportation Management Area Job Piece 18262(07) Code # J1-8262(007) Line Item Placeholder for Projects to be selected by OK Tourism and Recreation Dept	N/A	N/A	N/A	N/A
2004 Recreational Trails Program Total	N/A	N/A	N/A	N/A
2004 Transit				
Transit City of Tulsa Section 5303 Planning program	\$1,200,000	\$0	\$175,000	\$1,375,000
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 Capitalization of paratransit and ADA -Related expenses	\$960,000	\$0	\$240,000	\$1,200,000
Transit City of Tulsa Section 5307 Communication Equipment (phones)	\$15,200	\$0	\$3,800	\$19,000
Transit City of Tulsa Section 5307 Computer hardware (PCs, printers, etc...)	\$88,000	\$0	\$22,000	\$110,000

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
Transit City of Tulsa Section 5307 Computer software upgrades	\$176,000	\$0	\$44,000	\$220,000
Transit City of Tulsa Section 5307 Facility - Repair Concrete drive, add OSHA approved Stairway	\$16,000	\$0	\$4,000	\$20,000
Transit City of Tulsa Section 5307 Misc. Office equipment (phones, computers, etc...)	\$9,600	\$0	\$2,400	\$12,000
Transit City of Tulsa Section 5307 Misc. Office furniture (desks, filing cabinets, etc...)	\$16,800	\$0	\$4,200	\$21,000
Transit City of Tulsa Section 5307 Misc. Shop Equipment as necessary	\$144,600	\$0	\$36,150	\$180,750
Transit City of Tulsa Section 5307 Passenger Amenities (benches & shelters)	\$48,000	\$0	\$12,000	\$60,000
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, Funding for Replacement of ten (10) buses	\$1,928,000	\$0	\$1,072,000	\$3,000,000
Transit TMA Section 5310, Line Item Placeholder for elderly/handicapped vehicle purchases	N/A	N/A	N/A	N/A
2004 Transit Total	\$6,842,200	\$0	\$2,175,550	\$9,017,750
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 (Memorial Drive) 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	\$77,195,277	\$252,000	\$41,478,056	\$118,925,333

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2005				
<i>2005 Airport Improvement Program</i>				
<i>Jones/Riverpark Airport City of Tulsa</i> Airfield Electrical, Guidance signs and Landing Aid Improvements.	\$900,000	\$0	\$100,000	\$1,000,000
<i>Tulsa International Airport City of Tulsa</i> Bituminous Pavement Seal coating	\$1,800,000	\$200,000	\$0	\$2,000,000
<i>Tulsa International Airport City of Tulsa</i> Noise Mitigation	\$13,500,000	\$0	\$1,500,000	\$15,000,000
<i>Tulsa International Airport City of Tulsa</i> Runway 18L/36R HIRL Replacement (in-pavement lighting)	\$900,000	\$100,000	\$0	\$1,000,000
<i>Tulsa International Airport City of Tulsa</i> Runway 8/26 Extension (311') (including land purchase if required).	\$3,750,000	\$0	\$417,000	\$4,167,000
<i>Tulsa International Airport City of Tulsa</i> Taxiways DD, EE, F, G-1, H, J123 and Runway Safety Area Rehabilitation	\$3,200,000	\$100,000	\$500,000	\$3,800,000
<i>2005 Airport Improvement Program Total</i>	\$24,050,000	\$400,000	\$2,517,000	\$26,967,000
<i>2005 Bridge</i>				
<i>Bridge Projects Tulsa Transportation Management Area</i> Job Piece 17050(11) Code # J1-7050(011) Line Item Placeholder for Projects to be Specified by ODOT	N/A	N/A	N/A	N/A
<i>County Bridge Wagoner County</i> Job Piece 20004(04) Code # BRF-173C(075)CO Bridge & approaches on NS 414 1.2 miles North of 71st	\$160,000	\$0	\$40,000	\$200,000
<i>County Bridge #86 Tulsa County</i> Job Piece 20152(04) Code # BRF-172C(232)CO County Bridge over Bird Creek Overflow, on 56th St N, 0.7 mile east of US-169	\$326,570	\$180,000	\$393,430	\$900,000
<i>2005 Bridge Total</i>	\$486,570	\$180,000	\$433,430	\$1,100,000
<i>2005 Congestion Mitigation and Air Quality</i>				
<i>TMA Tulsa Transportation Management Area</i> Job Piece Code # Project allocation to be determined	\$500,000	\$0	\$125,000	\$625,000
<i>2005 Congestion Mitigation and Air Quality Total</i>	\$500,000	\$0	\$125,000	\$625,000
<i>2005 Enhancement Program</i>				
<i>Trail Projects Tulsa Transportation Management Area</i> Job Piece Code # Funding to be determined based on project selection by ODOT	N/A	N/A	N/A	N/A
<i>2005 Enhancement Program Total</i>	N/A	N/A	N/A	N/A

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2005 Metropolitan Planning Program				
Planning Program Tulsa Transportation Management Area	\$511,849	\$0	\$127,962	\$639,811
Job Piece 11768(20) Code # PL-0060(030)PL Metropolitan Planning Funds For State FY 06 (July 1, 2005 - June 30, 2006)				
2005 Metropolitan Planning Program Total	\$511,849	\$0	\$127,962	\$639,811
2005 National Highway System				
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))				
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				
2005 National Highway System Total	\$7,479,210	\$0	\$0	\$7,479,210
2005 Oklahoma Statewide Surface Transportation Program				
E. 86th Street 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				
E. 86th Street 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				
Railroad Projects Tulsa Transportation Management Area	N/A	N/A	N/A	N/A
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	N/A	N/A	N/A	N/A
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 18 mi				
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 E 4 mi to Keetonville Hill near 209th E Ave reconstruction (4 LANES)				
Traffic Safety Projects Tulsa Transportation Management	N/A	N/A	N/A	N/A
Job Piece 17051(11) Code # J1-7051(011) Line Item Placeholder for Projects to be Specified by ODOT				
2005 Oklahoma Statewide Surface Transportation Program Total	\$25,554,149	\$0	\$480,000	\$26,034,149
2005 Recreational Trails Program				
Trail Projects Tulsa Transportation Management Area	N/A	N/A	N/A	N/A
Job Piece 18262(08) Code # J1-8262(008) Line Item Placeholder for Projects to be selected by OK Tourism and Recreation Dept				
2005 Recreational Trails Program Total	N/A	N/A	N/A	N/A

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2005 Transit				
Transit City of Tulsa Section 5303 Planning program	\$1,200,000	\$0	\$175,000	\$1,375,000
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 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)	\$100,000	\$0	\$25,000	\$125,000
Transit City of Tulsa Section 5307 Computer hardware (PCs, printers, etc...)	\$140,000	\$0	\$35,000	\$175,000
Transit City of Tulsa Section 5307 Computer software upgrades	\$80,000	\$0	\$20,000	\$100,000
Transit City of Tulsa Section 5307 Misc. Office equipment (copier, radios, etc...)	\$12,000	\$0	\$3,000	\$15,000
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. Shop Equipment as necessary	\$100,000	\$0	\$25,000	\$125,000
Transit City of Tulsa Section 5307 Passenger Amenities (benches & shelters)	\$56,000	\$0	\$14,000	\$70,000
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 5307, Funding for Replacement of four (4) buses	\$928,000	\$0	\$272,000	\$1,200,000
Transit City of Tulsa Section 5309 Lift Vans- Replace thirteen (13) lift vans	\$622,000	\$0	\$178,000	\$800,000
Transit TMA Section 5310, Line Item Placeholder for elderly/handicapped vehicle purchases	N/A	N/A	N/A	N/A
2005 Transit Total	\$6,550,000	\$0	\$1,575,000	\$8,125,000

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
<i>2005 Tulsa Urbanized Area Surface Transportation Program</i>				
<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 (121st) 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>	<i>\$6,079,685</i>	<i>\$0</i>	<i>\$25,663,706</i>	<i>\$31,743,391</i>
	<i>2005 Total</i>	<i>\$71,538,034</i>	<i>\$684,000</i>	<i>\$31,011,527</i>
			<i>\$103,233,561</i>	

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2006				
<i>2006 Airport Improvement Program</i>				
<i>Jones/Riverpark Airport City of Tulsa</i> Access & Perimeter Road Construction	\$1,080,000	\$0	\$120,000	\$1,200,000
<i>Tulsa International Airport City of Tulsa</i> Mingo School, H4 & Misc Buildings	\$540,000	\$0	\$60,000	\$600,000
<i>Tulsa International Airport City of Tulsa</i> Noise Mitigation	\$8,100,000	\$0	\$900,000	\$9,000,000
<i>Tulsa International Airport City of Tulsa</i> Runway 8/26 Extension (311') (including land purchase if required).	\$5,730,000	\$0	\$640,000	\$6,370,000
<i>Tulsa International Airport City of Tulsa</i> Taxiways DD, EE, F, G-1, H, J123 and Runway Safety Area Rehabilitation	\$1,600,000	\$0	\$400,000	\$2,000,000
<i>2006 Airport Improvement Program Total</i>	\$17,050,000	\$0	\$2,120,000	\$19,170,000
<i>2006 Bridge</i>				
<i>Bridge Projects Tulsa Transportation Management Area</i> Job Piece 17050(12) Code # J1-7050(012) Line Item Placeholder for Projects to be Specified by ODOT	N/A	N/A	N/A	N/A
<i>Lewis Rd Tulsa County</i> Job Piece BR-197 Code # County bridge repair app 1 mile north of SH-67	\$120,000	\$30,000	\$0	\$150,000
<i>Mingo Rd. Tulsa County</i> Job Piece BR-21 Code # County bridge repair Mingo Rd at 156th St N	\$120,000	\$30,000	\$0	\$150,000
<i>SH-20 Rogers County</i> Job Piece 19470(05) Code # BRFY - 166B(086) Bridge joint/seal repair over Verdigris River, 6.9 miles east of the Tulsa County line	\$175,037	\$0	\$0	\$175,037
<i>SH-20 Rogers County</i> Job Piece 19470(04) Code # BRFY - NBIP(251) Bridge painting over Verdigris River, 6.9 miles east of the Tulsa County line	\$443,672	\$0	\$0	\$443,672
<i>SH-66 Rogers County</i> Job Piece 13400(06) Code # BRFY - 166C(037)UT Bridge at Mossey Creek and unnamed Creek SW of Claremore - Relocation of Utilities for project #13400(04)	\$312,512	\$0	\$0	\$312,512
<i>SH-66 Rogers County</i> Job Piece 13400(05) Code # BRFY - 166C(036)RW Bridge at Mossey Creek and unnamed Creek SW of Claremore - Right of Way Aquisition For project #13400(04)	\$152,911	\$0	\$0	\$152,911
<i>Bridges 65 & 66 Tulsa County</i> Job Piece Code # County Bridge Cincinnati north of 76th St North NBI#03173 & 03017	\$326,571	\$104,000	\$89,429	\$520,000
<i>2006 Bridge Total</i>	\$1,650,703	\$164,000	\$89,429	\$1,904,132

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2006 Congestion Mitigation and Air Quality				
TMA Tulsa Transportation Management Area	\$500,000	\$0	\$125,000	\$625,000
Job Piece Code # Project allocation to be determined				
2006 Congestion Mitigation and Air Quality Total	\$500,000	\$0	\$125,000	\$625,000
2006 Enhancement Program				
Trail Projects Tulsa Transportation Management Area	N/A	N/A	N/A	N/A
Job Piece 17663(12) Code # J1-7663(012) Funding to be determined based on project selection by ODOT				
2006 Enhancement Program Total	N/A	N/A	N/A	N/A
2006 Interstate Maintenance				
I-44 City of Tulsa	\$22,266,795	\$0	\$0	\$22,266,795
Job Piece 06374(38) Code # IM-NHY -0044-2(373)229 Yale Avenue Bridges A & B widen to 6 Lanes (see #06374(40)) BRIDGE AND APPROACHES				
2006 Interstate Maintenance Total	\$22,266,795	\$0	\$0	\$22,266,795
2006 Metropolitan Planning Program				
Planning Program Tulsa Transportation Management Area	\$511,849	\$0	\$127,962	\$639,811
Job Piece 11768(21) Code # PL-0060(031)PL Metropolitan Planning Funds For State FY 07 (July 1,2006 - June 30, 2007)				
2006 Metropolitan Planning Program Total	\$511,849	\$0	\$127,962	\$639,811
2006 National Highway System				
US-75 City of Jenks	\$13,618,429	\$0	\$0	\$13,618,429
Job Piece 17387(05) Code # NHY-014N(033)RW ROW for Interchange at US-75 & 111th St				
US-75 City of Jenks	\$701,251	\$0	\$0	\$701,251
Job Piece 17387(06) Code # NHY-014N(033)UT Utilities for Interchange at US-75 & 111th St in South Jenks				
2006 National Highway System Total	\$14,319,680	\$0	\$0	\$14,319,680
2006 Oklahoma Statewide Surface Transportation Program				
Railroad Projects Tulsa Transportation Management Area	N/A	N/A	N/A	N/A
Job Piece 17049(12) Code # J1-7049(012) Line Item Placeholder for Projects to be Specified by ODOT				
Right of Way Clearance Tulsa Transportation Management	N/A	N/A	N/A	N/A
Job Piece 19720(07) Code # J1-9720(007) Line Item Placeholder for Projects to be Specified by ODOT				
SH-66 City of Sapulpa	\$1,233,370	\$308,343	\$0	\$1,541,713
Job Piece 10157(05) Code # STP-019A(300) ROW for 4 lane construction from SH-117 to SH-97				

<i>Project Description</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
SH-66 City of Sapulpa Job Piece 10157(06) Code # STP-019A(301) Utilities for 4 lane construction from SH-117 to SH-97	\$229,467	\$57,367	\$0	\$286,834
Traffic Safety Projects Tulsa Transportation Management Job Piece 17051(12) Code # J1-7051(012) Line Item Placeholder for Projects to be Specified by ODOT	N/A	N/A	N/A	N/A
2006 Oklahoma Statewide Surface Transportation Program Total	\$1,462,837	\$365,710	\$0	\$1,828,547
2006 Recreational Trails Program				
Trail Projects Tulsa Transportation Management Area Job Piece 18262(09) Code # J1-8262(009) Line Item Placeholder for Projects to be selected by OK Tourism and Recreation Dept	N/A	N/A	N/A	N/A
2006 Recreational Trails Program Total	N/A	N/A	N/A	N/A
2006 Transit				
Transit City of Tulsa Section 5303 Planning program	\$1,200,000	\$0	\$175,000	\$1,375,000
Transit City of Tulsa Section 5307 Capital Leases (capitalization of facility, T1's, etc...)	\$40,000	\$0	\$10,000	\$50,000
Transit City of Tulsa Section 5307 Capitalization of paratransit and ADA -Related expenses	\$1,040,000	\$0	\$260,000	\$1,300,000
Transit City of Tulsa Section 5307 Communication Equipment (phones)	\$9,600	\$0	\$2,400	\$12,000
Transit City of Tulsa Section 5307 Computer hardware (PCs, printers, etc...)	\$120,000	\$0	\$30,000	\$150,000
Transit City of Tulsa Section 5307 Computer software upgrades	\$80,000	\$0	\$20,000	\$100,000
Transit City of Tulsa Section 5307 Mis. Shop Equipment as necessary	\$100,000	\$0	\$25,000	\$125,000
Transit City of Tulsa Section 5307 Misc. Office equipment (copier, radios, etc...)	\$12,000	\$0	\$3,000	\$15,000
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 Passenger Amenities (benches & shelters)	\$56,000	\$0	\$14,000	\$70,000

<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)	\$2,400,000	\$0	\$600,000	\$3,000,000
Transit City of Tulsa Section 5307, Funding for Replacement of four (4) buses	\$950,000	\$0	\$250,000	\$1,200,000
Transit City of Tulsa Section 5309 Lift Vans- Replace thirteen (13) lift vans	\$550,000	\$0	\$250,000	\$800,000
Transit TMA Section 5310, Line Item Placeholder for elderly/handicapped vehicle purchases	N/A	N/A	N/A	N/A
2006 Transit Total	\$6,569,600	\$0	\$1,642,400	\$8,212,000
2006 Tulsa Urbanized Area Surface Transportation Program				
Various Locations Transportation Management Area Job Piece Code # Funding to be determined	N/A	N/A	N/A	N/A
2006Tulsa Urbanized Area Surface Transportation Program Total	N/A	N/A	N/A	N/A
2006 Total	\$64,004,893	\$425,710	\$4,015,362	\$68,445,965
2004-2006 TIP Grand Total	\$212,738,204	\$1,361,710	\$76,504,945	\$290,604,859

Summary by Funding Program

<i>Program Category</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Project Total</i>
2004				
<i>Airport Improvement Program</i>	\$25,880,000	\$0	\$17,530,000	\$43,410,000
<i>Bridge</i>	\$1,056,412	\$252,000	\$393,430	\$1,701,842
<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>	\$1,395,198	\$0	\$490,889	\$1,886,087
<i>Metropolitan Planning Program</i>	\$543,021	\$0	\$135,755	\$678,776
<i>National Highway System</i>	\$9,732,697	\$0	\$0	\$9,732,697
<i>Oklahoma Statewide Surface Transportation Program</i>	\$8,443,546	\$0	\$147,000	\$8,590,546
<i>Recreational Trails Program</i>	N/A	N/A	N/A	N/A
<i>Transit</i>	\$6,842,200	\$0	\$2,175,550	\$9,017,750
<i>Tulsa Urbanized Area Surface Transportation Program</i>	\$6,426,178	\$0	\$20,480,432	\$26,906,610
2004 Total	\$77,195,277	\$252,000	\$41,478,056	\$118,925,333
2005				
<i>Airport Improvement Program</i>	\$24,050,000	\$400,000	\$2,517,000	\$26,967,000
<i>Bridge</i>	\$486,570	\$180,000	\$433,430	\$1,100,000
<i>Congestion Mitigation and Air Quality</i>	\$500,000	\$0	\$125,000	\$625,000
<i>Enhancement Program</i>	N/A	N/A	N/A	N/A
<i>Metropolitan Planning Program</i>	\$511,849	\$0	\$127,962	\$639,811
<i>National Highway System</i>	\$7,479,210	\$0	\$0	\$7,479,210
<i>Oklahoma Statewide Surface Transportation Program</i>	\$25,554,149	\$0	\$480,000	\$26,034,149
<i>Recreational Trails Program</i>	N/A	N/A	N/A	N/A
<i>Transit</i>	\$6,550,000	\$0	\$1,575,000	\$8,125,000
<i>Tulsa Urbanized Area Surface Transportation Program</i>	\$6,079,685	\$0	\$25,663,706	\$31,743,391
2005 Total	\$71,538,034	\$684,000	\$31,011,527	\$103,233,561
2006				
<i>Airport Improvement Program</i>	\$17,050,000	\$0	\$2,120,000	\$19,170,000
<i>Bridge</i>	\$1,650,703	\$164,000	\$89429	\$1,904,132
<i>Congestion Mitigation and Air Quality</i>	\$500,000	\$0	\$125,000	\$625,000
<i>Enhancement Program</i>	N/A	N/A	N/A	N/A
<i>Interstate Maintenance</i>	\$22,266,795	\$0	\$0	\$22,266,795
<i>Metropolitan Planning Program</i>	\$511,849	\$0	\$127,962	\$639,811
<i>National Highway System</i>	\$14,319,680	\$0	\$0	\$14,319,680
<i>Oklahoma Statewide Surface Transportation Program</i>	\$1,462,837	\$365,710	\$0	\$1,828,547
<i>Recreational Trails Program</i>	N/A	N/A	N/A	N/A
<i>Transit</i>	\$6,569,600	\$0	\$1,642,400	\$8,212,000
<i>Tulsa Urbanized Area Surface Transportation Program</i>	N/A	N/A	N/A	N/A
2006 Total	\$64,004,893	\$425,710	\$4,015,362	\$68,445,965
2004-2006 TIP Grand Total	\$212,738,204	\$1,361,710	\$76,504,945	\$290,604,859

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 *TIP* so that should funding become available these projects may be included in the program.

- I-44 widening from Yale Avenue to the Arkansas River - ODOT's most recent cost estimate (2001) is \$263 million for final design, right-of-way, utilities, and construction. This roadway project is the highest unfunded priority of City of Tulsa, Tulsa Metro Chamber and INCOG.
- I-44 widening from I-244 to Will Rogers Turnpike - Total construction cost including right-of-way and utilities is estimated at \$52 million. This roadway project is a priority of City of Tulsa, Tulsa Metro Chamber and INCOG.
- Expressway-to-Expressway Interchanges Right-of-Way - \$4 million is needed for right-of-way acquisition for all three interchanges (I-44 and US-169, I-44 and SH-51, and US-169 and SH-51).
- Expressway-to-Expressway Interchanges - Flyover construction for the priority turn movements will cost about \$15 million per pair. Construction cost for all directional movements is \$60 million per interchange. This roadway project is priority of City of Tulsa, Tulsa Metro Chamber and INCOG.
- Gilcrease Expressway Right-of-Way Acquisition from I-44 to Edison. Right-of-way acquisition has begun with state of Oklahoma CIP funding. The additional funds necessary to complete ROW acquisition is estimated at \$7 million.
- Gilcrease Expressway Partial Construction at key segments. The extension from the Osage/LL Tisdale Expressway to the Williams Learning Center and planned Botanical Gardens, and the bridge over the Arkansas River from US-64/Keystone Expressway to 21st Street is estimated to cost \$60 million.
- Osage Trail Development – Construction \$5 Million. Thirty miles from Tulsa City Limits at 56th Street North to Birch Lake and Barnsdall, Oklahoma.
- Mingo Trail Construction – Complete and extend Mingo Trail from 41st Street to 71st Street along the US-169 corridor and from 11th Street to SH-266. Total cost is estimated at \$4 million.
- City of Tulsa On-Street Bike Routes – Estimated cost is \$3.8 million to implement the planned on-street bike routes complementing the developing off- street trail system.
- Passenger Rail Development –\$9 million for a feasibility study, environmental clearance, engineering and station development for commuter rail, light-rail, or monorail system serving the Tulsa region.
- Courtesy Patrol pilot project implementation is estimated to cost \$300,000.
- SH-51 and SH-72 intersection reconfiguration for \$10,000,000
- 101st Street South from Creek Turnpike east to SH-51 for \$6,000,000.

Project Selection Criteria

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

INCOG established a process for the prioritization of transportation projects to be funded with Urbanized Area Surface Transportation Program (STP) funds for inclusion into the TIP for the Tulsa Transportation Management Area. In 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.

INCOG anticipates that applications for projects will be solicited in the summer of 2004 for programming in 2006 and 2007. Beginning in 2004, INCOG will proceed with an annual selection process to program projects in the last year of the TIP.

Financial Resources

Federal funds in the amount of \$212 million are anticipated to be available to the Tulsa Transportation Management Area over the next three years for surface transportation improvements. The resources are expected from a variety of sources, including Federal Highway Administration funds, Federal Transit Administration funds, and Federal Aviation Administration funds, to be matched with 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 TIP, totaling \$290 million are consistent with the revenues reasonably expected to be available to implement the program.

Source of Revenue Estimates 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 2004-2006.
Bridge Program	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2004-2006.
National Highway Program	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2004-2006.
Congestion Mitigation and Air Quality	Direct allocation to the Tulsa TMA by ODOT for ozone reduction and congestion reduction projects.
Oklahoma Statewide STP	Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2004-2006.
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 TIP there were several public involvement opportunities available to interested area citizens. At each milestone event, upon the request of interested parties, notices were sent out with the lists of submitted projects from the various agencies. 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. The draft document was made available through INCOG's transportation web page and in the INCOG offices. From April 17 through May 8, 2003 the public had opportunities to present their views and opinions regarding the TIP by submitting comments in writing or by attending one of three public meetings. In April 2003 the TAC and TPC approved the TIP. A direct mailing was sent out to the public involvement database to inform the public of the final TIP document. A public notice was also published in local area newspapers and area libraries received copies of the document to have on file. Approval by the INCOG Board of Directors took place May 8, 2003.

A total of 1,034 letters and 416 email notices were sent to area citizens. Legal notices were advertised from April 17 to 20, 2003, in eight area newspapers or periodicals, including a Spanish language version. Public Service Announcements were sent to 6 TV stations, 20 newspapers or periodicals, and 15 radio stations. Our web site had over 2,000 visitors from April 17, to May 8, 2003. We had seven requests for the document and no comments were submitted.

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

Air Quality

The 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 exceedence level was lowered to 0.085 parts-per-million (ppm). The level will be determined based on the fourth highest emissions level at any monitoring station in the metropolitan area over a three-year average. The TMA has 3 permanent and 2 temporary monitoring stations. INCOG generally anticipates EPA implementation of the 8-hour standard with the attainment designations scheduled for April 15, 2004. The TMA is measuring ozone levels just slightly above the standard at one of the permanent monitors, and if that condition remains true through the 2003 Ozone season then the EPA would designate the TMA as Non-attainment for ozone air quality standard.

However, INCOG has entered into an Early Action Compact (EAC) agreement with the EPA and the Oklahoma Department of Environmental Quality (DEQ). Under this agreement INCOG will voluntarily implement measures to reduce ozone levels to meet the 8-hour standard by 2007 (three

years sooner than required under the traditional process). The EPA agreed to defer the effective date of a non-attainment designation unless specific milestones in the EAC were not met.

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 *TIP* reflect those goals by expanding the modes of transportation, increasing access to employment centers, improving the safety of various components of the surface transportation system, and maximizing the investment in the transportation system in the region.

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

- Continued expansion of I-44 from the Broken Arrow Expressway east
- Completion of the construction of SH-97T in Sand Springs
- Completion of the expansion of SH-51/Broken Arrow Expressway from I-44 to 145th East Avenue
- Construction of the Gilcrease Expressway construction from US-75 to the LL Tisdale Expressway
- Initiation of the expansion of US-64 from 151st to 161st Street in Bixby
- Several railroad crossing improvement throughout the region
- Numerous bridge maintenance projects throughout the region
- Initiation of the Environmental Assessment for US-412 from I-244 to the Verdigris River
- 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

Non-Federal and Regionally Significant 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 completed in March 2003.
- 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

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), 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

Month by Month Plan of Action

- **November**
 - Send out a letter to the PIP database informing of the upcoming TIP schedule
 - Send out notice in local area newspapers of the upcoming TIP schedule
 - Post the notice in libraries of the TIP schedule
 - Send out a second notice to those whom had requested notice of each step in the TIP process – letter sent regarding December 6, 2001 meeting date of the TPC - review of locally selected Surface Transportation Program projects submitted projects
 - TIP process and submitted project list posted on INCOG web site
 - Article on TIP process published in the *Insight* November/December issue
- **January**
 - Reminder of key dates in the TIP process published in the *Insight* January/February issue
 - Publish Preliminary TIP list on INCOG web page
- **March**
 - Transportation Advisory Committee regularly scheduled meeting to review the preliminary TIP list of projects
 - Transportation Policy Committee regularly scheduled meeting to review the preliminary TIP list of projects
 - Send out a press release to local area newspapers regarding the preliminary TIP project list for review and comment
- **April**
 - Send out a notice to the PIP database informing of the TIP now available for review and comment – list available for review on website or in our offices
 - Send out notices to local area newspapers regarding Final TIP listing of projects
 - Post notices in the libraries regarding the Final TIP list of projects

Appendix B – Project Selection Process

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	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.

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 (ODOT) 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 MPOs will begin the annual preparation of a 3-year TIP and ODOT will begin the annual preparation of the 3-year STIP. All projects within the boundaries of a Metropolitan Study area requiring Federal participation, excluding projects undertaken on the National Highway System and pursuant to the Bridge and Interstate Maintenance programs, will be selected by the MPOs designated for such area in consultation with the State and in conformance with the approved Long Range Transportation Plan for such area. Projects undertaken on the National Highway System or pursuant to the Bridge and Interstate Maintenance programs, will be selected by the State in cooperation with the MPOs. In areas of the state not covered by an MPO, all projects in the STIP will be selected by the State in cooperation with the affected local officials.	October 1
(2)	ODOT will request the FHWA to provide a list of Indian Reservation Roads (IRR) to be included in the STIP and TIPs.	October 15
(3)	ODOT will provide ACOG and INCOG with a written estimate of anticipated apportionments and obligation authority to be used for preparing their TIPs.	November 1
(4)	FHWA will provide ODOT with a current list of Indian Reservation Roads (IRR). FTA will provide ODOT with a list of all Transit Programs and Funds to be included in each fiscal year of the STIP and TIPs.	December 30
(5)	ODOT will provide the MPOs a list of all Federal Funded 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 15
(6)	MPOs will provide a written response to the ODOT indicating if any specific problem(s) exist and the action necessary to correct such problem(s)	February 28
(7)	MPOs will provide ODOT a copy of the Preliminary TIPs for review and comments prior to public distribution.	April 15
(8)	ODOT will provide a written response to the MPOs indicating if any specific problem(s) exist and the action necessary to correct the Preliminary TIPs.	April 30

(9)	MPOs will distribute Preliminary TIPs 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 TIPs.	May 1
(10)	ODOT will conduct a review/revision of the Construction Work Plan.	June 1
(11)	A copy of the Final TIPs will be provided to ODOT for review and approval. ODOT will provide the MPOs written notification approving the Final TIPs and the documents will then be included in the STIP without modification.	June 15
(12)	The first three years of the revised Construction Work Plan will be included in the Preliminary STIP	July 1
(13)	ODOT will provide MPOs a list of the revised state projects in their areas.	July 10
(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 21
(15)	After reviewing the revised state projects, the MPOs will provide written comments to ODOT.	August 15
(16)	All substantive written comments received on the Preliminary STIP will be addressed and included in the Final STIP for presentation to the Oklahoma Transportation Commission for approval. The Final STIP, including the TIPs, will then be forwarded to FHWA and FTA for formal approval prior to October 1 implementation.	September OTC Meeting
(17)	Amendment process begins .	October 1

STIP AND TIP AMENDMENT PROCEDURES

(1)	<p>When the MPO approves an amendment to the TIP to include a local project, a copy of the amendment will be forwarded to ODOT (Governor's Designee) for approval and subsequent inclusion in the STIP. ODOT will forward notification of the amendment to FHWA and FTA for review and comment. The MPO will be responsible for advertising the amendment and providing opportunity for public comment in accordance with Title 23 U.S.C. 134 (h). The public notice must allow a minimum of 14 days from first date of publication for public review and comment. The MPO will provide ODOT with the publication date, any written substantive comments and appropriate responses. In case of conflict with the MPO amendment, ODOT will provide a written response within 15 calendar days of receipt of amendment, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, ODOT will provide the MPO written approval of the amendment and amend the STIP. ODOT will provide FHWA and FTA copies of the request for approval and inclusion in the STIP and response</p>
(2)	<p>If ODOT proposes an amendment to the STIP which is within the ACOG, INCOG or LMAPC metropolitan study area, ODOT will forward advanced notification of the proposal to FHWA and FTA for review and comment. ODOT will then make a written request to the affected MPO to amend the TIP. ODOT will be responsible for advertising the amendment and providing an opportunity for public comment in accordance with Title 23 U.S.C. 135(f). The public notice must allow a minimum of 14 days from first date of publication for public review and comment. ODOT will provide the MPO any written substantive comments and appropriate responses. In case of conflict with the amendment request, the MPO will provide a written response within 15 calendar days of receipt of request, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, the MPO will amend their TIP and provide ODOT with written approval of the amendment. ODOT will provide FHWA and FTA copies of the request for approval and inclusion in the STIP and response</p>
(3)	<p>If ODOT proposes an amendment to the STIP to include a federally funded project on the State Highway System, ODOT will forward advanced notification of the proposal to FHWA and FTA for review and comment. ODOT will be responsible for advertising the amendment and providing an opportunity for public review and comment in accordance with Title 23 U.S.C. 135(f). The public notice must allow a minimum of 14 days from first date of publication for public review and comment. After public review period, ODOT will notify FHWA of STIP amendment</p>
(4)	<p>If ODOT proposes an amendment to the STIP which has not been approved by the Transportation Commission, ODOT will forward advanced notification of amendment to FHWA and FTA . After Commission approval, ODOT will forward notification of the proposal to FHWA and FTA for review and comment. ODOT will be responsible for advertising the project for public review in accordance with 23 U.S.C. 135(f). The public notice must allow a minimum of 14 days from first date of publication for public review and comment. After public review period, ODOT will notify FHWA of STIP amendment.</p> <p>If the proposed amendment is within the ACOG, INCOG or LMAPC metropolitan study area, ODOT will forward advanced notification of amendment to FHWA and FTA . After Commission approval, ODOT will forward notification of the proposal to FHWA and FTA for review and comment. ODOT will then follow the same procedures as shown in (2) regarding request and approval to amend the TIP</p>
(5)	<p>If ODOT proposes an amendment to the STIP which is a county road, county bridge, city street, city bridge or other local government entity sponsored project, ODOT will forward advanced notification of amendment to FHWA and FTA for review and comment. The sponsoring local government entity will be responsible for advertising the project as an addition to the STIP. The public notice must allow a minimum of 14 days from first date of publication for public review and comment. After public review period, ODOT will notify FHWA of STIP amendment</p>

**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 changes 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 _____, 2003.

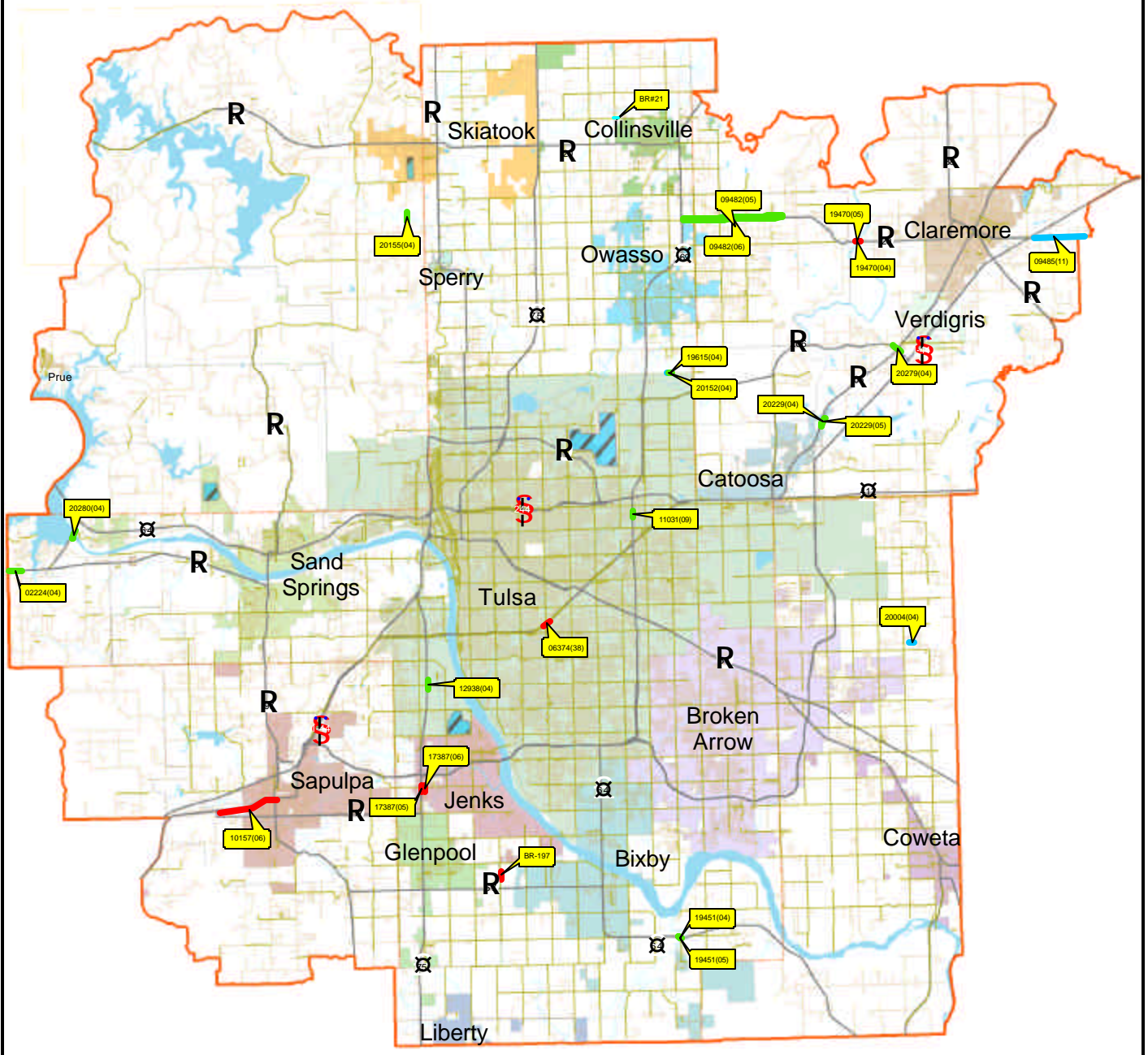
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Glossary of Terms and Acronyms

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
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
SEC 5310	Capital Program for Transit serving the elderly/handicapped
SFY	State Fiscal Year
SH	State Highway designation
STIP	Statewide Transportation Improvement Program
STPY	Surface Transportation Program
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Tulsa International Airport
TIP	INCOG Transportation Improvement Program
TMA	INCOG Transportation Management Area
TPC	INCOG Transportation Policy Committee

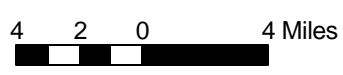
Maps

Tulsa Regional 2004-2006 Transportation Improvement Program



Lengend

2004-2006 TIP	County Boundary
2004	Transportation Management Area
2005	Water Features
2006	Airports
Roadways	Highways



INCOG
www.INCOG.org
April 10, 2003