FFY 2026 – 2029
Transportation Improvement Program

For the Tulsa Transportation Management Area

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Contacting INCOG

The *Transportation Improvement Program (TIP)* 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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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) 2026 – 2029 Transportation Improvement Program (TIP) presents a program of improvements to the surface transportation system within the Tulsa Transportation Management Area (see map on page 8) to be implemented with federal 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. Planned improvements include new construction; expansion of existing services and facilities; operation, maintenance and reconstruction of existing facilities; efficiency improvements to increase the effectiveness of existing transportation investments; and projects specifically identified for their ability to maintain the Tulsa area's "clean air" status.

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

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

The TIP is a program of projects for which funding is expected to be available. As a result, the *TIP* reflects the transportation improvements priorities of the region, given the resources available. The Program Detail on page 9 lists, by funding program, the total funds expected and programmed from all sources (federal, state, and local).

TIP Document Organization

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

The projects are grouped by year and within each year they are grouped by County in alphabetical order and then by Job Number.

Summaries of funding by program for each year follow the project listings

Because the TIP is a dynamic document, being updated or occasionally amended, a page has been included at the front with information on contacting INCOG's Transportation Division

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

The TIP's Relationship to the Long Range Transportation Plan

Connected 2050 is INCOG's current Long Range Transportation Plan (LRTP). This plan sets the vision and strategy for all regional transportation decision-making for the next 25 years. The projects and strategies are intended to lead to the development of an integrated, intermodal transportation system that moves people and goods in the INCOG region.

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

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

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

- The 2026-2029 TIP implements a portion of the projects listed in Connected 2050, some by way of new projects and some by way of projects carried over from the 2024-2027 TIP.

- Any project proposed or included in the TIP must come from the fiscally constrained list of projects in Connected 2050.

- Detailed information including, project scope, cost, and funding sources is evaluated in all projects proposed for the TIP to ensure that they are consistently aligned with the LRTP.

Who Develops the TIP

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

Internal

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

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

INCOG Technical Committee: receives TIP updates and amendments from INCOG staff and does the initial review for the INCOG Policy Committee and Board of Directors.

External

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

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

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

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

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

TIP Project Prioritization & Purpose

The FFY 2026-29 TIP includes a listing of projects for FFY 2026 through FFY 2029. The projects included in FFY 2026 have been identified to be of the highest priority and most ready for implementation. This means that local matching funds have been secured, environmental review and site preparation for construction projects have been accomplished within the funding period, and the project is anticipated to result in the obligation of federal funds during FFY 2026. Projects for future implementation are those identified in the later years. The projects included in this TIP represent the priorities of the MPO for implementation within the INCOG area. All projects included in the TIP are consistent with the region's Long Range Transportation Plan, Connected 2050. The intention of the TIP is to fulfill the following:

To provide continuity of current transportation improvement projects with those identified in previous TIPs.

To identify transportation projects recommended for implementation by transportation mode, type of improvement, funding source(s), and geographic area.

To establish a prioritization of projects to effectively utilize federal funds as they become available.

To identify and implement transportation improvements which will reduce congestion, increase mobility and safety, and enhance the region's air quality.

To utilize performance-based planning and programming techniques by establishing and monitoring regional performance measures and targets.

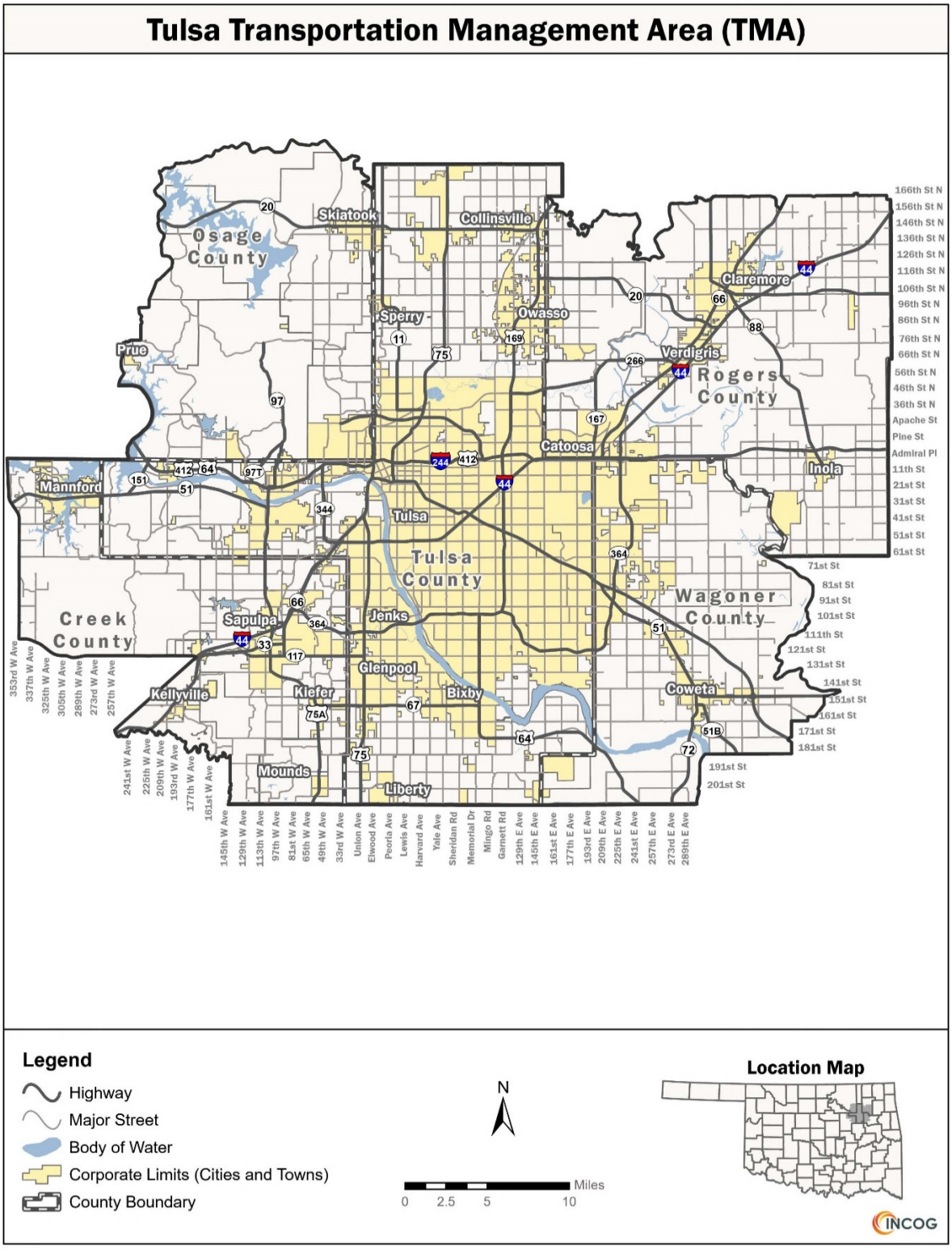
The 2026 – 2029 TIP is INCOG's third TIP to implement within the updated long range transportation plan – Connected 2050.

Metropolitan Planning Area Boundary

The Transportation Improvement Program (TIP) must cover the entire census delineated urban area plus that area likely to urbanize over the next 20 years. This larger area is called the Metropolitan Planning Area (MPA). INCOG commonly refers to this area as the Transportation Management Area (TMA). A map of the Urban Area may be found on page 8. The TIP must include all federally funded surface transportation projects and all regionally significant surface transportation projects regardless of funding source. As of 2020, the population of the Tulsa Urban Area was 722,810. Only urban areas with a population of at least 200,000 receive suballocated federal funds under certain FHWA programs.

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

Tulsa Metropolitan Planning Area Boundary



Fiscal Constraint of the FFY 2026 – 2029 Urban Area Funds

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

The TIP serves as the region's agreed-upon spending plan for maintaining and improving the regional transportation system with federal, state, and local government funding over the next four years. The fiscally constrained financial plan demonstrates how the total estimated costs of the projects in this TIP do not exceed the funds expected to be available for them in FFY2026-FFY2029 after routine operations and maintenance costs and debt service payments are subtracted from expected revenues. The federal funds forecasted for 5310, 5339, 5307, CRP, STBG, and TAP were prepared by increasing the actual amount appropriated by congress in FFY 2025 by 2% per year. CMAQ funding was held constant at $950,000. With IIJA expiring at the end of FFY 2026, there is increased uncertainty regarding future funding levels. The tables below illustrate INCOG's federal funding forecast for FFY 2026-2029.

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

INCOG – Federal Funding Forecast FFY 2026-2029

	PROGRAM	2026	2027	2028	2029	Total
INCOG	**5310**	$989,903	$1,009,701	$1,029,895	$1,050,493	**$4,079,992**
	CMAQ	$950,000	$950,000	$950,000	$950,000	**$3,800,000**
	CRP	$2,640,011	TBD	TBD	TBD	**$2,640,011**
	STBG	$21,932,053	$22,370,694	$22,818,108	$23,274,470	**$90,395,325**
	TAP	$2,613,648	$2,665,921	$2,719,239	$2,773,624	**$10,772,432**
	TOTAL	**$29,125,615**	**$26,996,316**	**$27,517,242**	**$28,048,587**	**$111,687,760**

	PROGRAM	2026	2027	2028	2029	Total
MTTA	**5339**	$700,000	$874,509	$891,999	$909,839	**$3,376,347**
	5307	$11,039,717	$10,469,333	$10,678,720	$10,892,294	**$43,080,064**
	RAISE	$12,728,889	\	\	\	**$12,728,889**
	TOTAL	**$24,468,606**	**$11,343,842**	**$11,570,719**	**$11,802,133**	**$59,185,300**

Program Revisions

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

Electronic Transportation Improvement Program

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

PROJECT CONSTRUCTION ELEMENT

OKLAHOMA DEPARTMENT OF TRANSPORTATION

SURFACE TRANSPORTATION PROJECTS

FFY 2026-2029

Federal Fiscal Year 2026 (FFY 2026)

County	JP No.	Hwy	FFY	Description	Length	Fed	State	Other	Total
Creek	35113(05)	US075A	2026	US-75A: FROM 5.17 MILES NORTH OF THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO - ROW	5.63	$245,283	$66,038	$0	$311,321
Creek	35113(06)	US075A	2026	US-75A: FROM 5.17 MILES NORTH OF THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO - UT	5.63	$79,932	$19,983	$0	$99,915
Osage	36353(05)	US064	2026	US-64: AT DIAMOND HEAD RD APPROX. 0.5 MILES WEST OF SH-151 - ROW	1.31	$169,320	$42,330	$0	$211,650
Osage	36353(06)	US064	2026	US-64: AT DIAMOND HEAD RD APPROX. 0.5 MILES WEST OF SH-151 - UT	1.31	$84,660	$21,165	$0	$105,825
Rogers	35091(04)	SH266	2026	SH-266: AT SH-167 JUNCTION TO SH-66 JUNCTION	0.76	$436,000	$109,000	$0	$545,000
Rogers	36409(04)	US412	2026	US-412: AT 4190RD APPROX. 1.50 MILES WEST OF SH-88.	0.20	$12,360,000	$3,090,000	$0	$15,450,000
Tulsa	28896(05)	US064	2026	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2.00	$0	$3,581,965	$0	$3,581,965
Tulsa	28896(06)	US064	2026	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2.00	$1,687,366	$421,841	$0	$2,109,207
Tulsa	30602(04)	US064	2026	US-64: OVER 177TH WEST AVE. EAST AND WESTBOUND, 3.6 MILES SE C/L	0.01	$890,710	$222,677	$0	$1,113,387
Tulsa	31080(04)	US064	2026	US-64: OVER MAIN ST, 49TH W AVE, & 33RD W AVE LOCATED	0.20	$4,052,182	$1,013,046	$0	$5,065,228
Tulsa	31082(04)	IS444	2026	I-444: AT DENVER AVENUE, LOCATED 0.7 MI E OF I-244	0.20	$2,003,012	$500,753	$0	$2,503,766
Tulsa	31098(04)	SH020	2026	SH-20: AT 145TH 0.5 MILES EAST OF US-169	0.04	$869,644	$217,411	$149,939	$1,236,993
Tulsa	31958(04)	SH011	2026	SH-11: OVER MEMORIAL DR. 4.44 MILES SE US-75	0.20	$2,010,625	$502,656	$0	$2,513,281
Tulsa	31960(04)	US064	2026	US-64: OVER QUANAH AVENUE, 14.5 MILES SE OSAGE C/L	0.20	$846,455	$211,614	$0	$1,058,069
Tulsa	31961(04)	SH051	2026	SH-51: AT PEORIA AVE OVER SH-51, 0.4 MILES E OF I-444	0.20	$1,646,309	$411,577	$0	$2,057,886
Tulsa	32704(04)	SH051	2026	SH-51: OVER 21ST STREET, 1.8 MILES EAST OF PEORIA AVE.	0.20	$0	$1,781,420	$0	$1,781,420
Tulsa	34224(05)	SH020	2026	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75	4.07	$164,528	$41,132	$0	$205,660
Tulsa	34224(06)	SH020	2026	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75	4.07	$246,583	$61,646	$0	$308,229
Tulsa	34225(04)	US075	2026	US-75: FROM SH-20 EXTEND NORTH 3.45 MILES	3.45	$5,663,192	$5,663,192	$0	$11,326,383
Tulsa	35125(04)	US064	2026	US-64 OVER 7TH STREET (EB & WB) 10.8 MILES SE OSAGE COUNTY	0.20	$0	$2,407,000	$0	$2,407,000
Tulsa	35513(05)	US064	2026	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	6.37	$436,720	$109,180	$0	$545,900
Tulsa	35513(06)	US064	2026	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	6.37	$218,175	$54,544	$0	$272,718
Tulsa	36327(04)	-	2026	LANSING RD ALONG I-444	0.13	$0	$529,126	$0	$529,126
Wagoner	29746(04)	SH051	2026	SH-51:FROM 6.8 MILES EAST OF SH-51/US-69 JCT. IN WAGONER, EAST 0.95 MILES	0.98	$1,905,192	$476,298	$0	$2,381,490
Wagoner	33806(04)	SH051	2026	SH-51: FROM 0.45 MI. NORTH OF E. 111TH ST. ALONG SH-51, EXTEND NE 0.85 MI.	0.99	$776,699	$194,175	$0	$970,874
Wagoner	35659(04)	SH051	2026	SH-51: BEGIN 3.67 MI EAST OF SH-72 JCT, EXT EAST 5.10 MI	5.1	$4,014,000	$0	$0	$4,014,000
						$40,806,587	**$21,749,768**	**$149,939**	**$62,706,294**

Federal Fiscal Year 2027 (FFY 2027)

County	JP No.	Hwy	FFY	Description	Length	Fed	State	Other	Total
Creek	24425(04)	US075A	2027	US-75A: APPROX. 0.34 MI. NORTH OF THE OKMULGEE C/L	5.50	$7,951,684	$1,987,921	$0	$9,939,605
Rogers	19983(11)	SH412P	2027	SH-412P: INTERCHANGE AT US-412, 5.37 MI EAST OF I-44	0.50	$9,531,907	$4,342,313	$0	$13,874,220
Rogers	31093(04)	US412	2027	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	0.30	$9,879,612	$2,469,903	$0	$12,349,515
Rogers	32694(04)	US412	2027	US-412: FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES	6.44	$49,056,604	$12,264,151	$0	$61,320,755
Rogers	32700(04)	SH066	2027	SH-66: AT DENBO ST., 1.5 MILES N US-412	0.10	$823,301	$205,825	$0	$1,029,126
Rogers	36368(04)	SH088	2027	SH-88: AT OTTER CREEK, APPROX. 5.7 MILES NORTH OF US-412	0.20	$0	$1,000,000	$0	$1,000,000
Tulsa	29828(04)	US075	2027	US-75: OVER THE AT&SF RR, 0.7 MILES NORTH OF THE I-244 JCT.	0.10	$0	$3,750,000	$0	$3,750,000
Tulsa	31078(04)	IS244	2027	I-244: AT UTICA AND LEWIS LOCATED 0.65 AND 1.2 MILES EAST OF I-444	0.20	$0	$5,286,408	$0	$5,286,408
Tulsa	31966(04)	SH151	2027	SH-151: FROM SH-51 TO US-64	2.27	$6,407,974	$1,423,994	$0	$7,831,969
Tulsa	35120(05)	US075	2027	US-75: FROM 151ST NORTH 3 MILES TO 121ST.	3.00	$0	$1,886,792	$0	$1,886,792
Tulsa	35141(04)	SH051	2027	SH-51 OVER ARKANSAS (NB) 0.3 MILES NORTH JUNCTION SH 97	0.22	$0	$484,000	$0	$484,000
Tulsa	35145(04)	US064	2027	US-64 OVER 161ST & SHELL CREEK (WB) 4.6 MILES SE C/L	0.05	$0	$1,000,000	$0	$1,000,000
Tulsa	35156(04)	US169	2027	US-169: UNDER E. 96TH STREET. APPROX. 5 MILES NORTH OF SH-266	0.20	$7,119,972	$1,779,993	$0	$8,899,964
Tulsa	38222(04)	IS244	2027	I-244: OVER ADMIRAL PLACE, 3.62 MILES EAST OF JCT. I-444	0.30	$0	$2,125,000	$0	$2,125,000
						$90,771,053	**$40,006,301**	**$0**	**$130,777,354**

Federal Fiscal Year 2028 (FFY 2028)

County	JP No.	Hwy	FFY	Description	Length	Fed	State	Other	Total
Creek	32703(04)	SH051	2028	SH-51: EB OVER SALT CREEK, 16.2 MILES EAST OF JCT. OF SH-99	0.30	$3,516,981	$879,245	$0	$4,396,226
Creek	38591(04)	SH066	2028	SH-66: FROM 3.07 MILES WEST OF SH-117, EXTEND EAST 3.07 MI.	3.07	$2,500,000	$0	$0	$2,500,000
Osage	38592(04)	SH020	2028	SH-20: FROM 21.78 MILES EAST OF SH-99, EXTEND EAST 2.18 MI.	2.18	$1,800,000	$0	$0	$1,800,000
Osage	38595(04)	SH020	2028	SH-20: BEGIN 0.68 MILES WEST OF THE TULSA C/L, EXTEND EAST TO THE TULSA C/L	0.63	$858,000	$0	$0	$858,000
Rogers	30323(06)	SH266	2028	SH-266: 0.45 MILES EAST OF TULSA C/L EAST TO JCT SH-266/SH-167	2.55	$6,396,768	$1,599,192	$0	$7,995,960
Rogers	35028(05)	SH066	2028	SH-66: FROM 3 MI E OF SH-266 EXTEND E 4.52 MI	2.55	$366,972	$91,743	$0	$458,716
Rogers	35028(06)	SH066	2028	SH-66: FROM 3 MI E OF SH-266 EXTEND E 4.52 MI	2.55	$183,486	$45,872	$0	$229,358
Rogers	35092(04)	SH167	2028	SH-266/SH-167: INTERSECTION IMPROVEMENTS	0.10	$673,344	$168,336	$0	$841,680
Rogers	36288(05)	SH066	2028	SH-66: FROM 2 MI WEST OF SH-266 EXTEND EAST 5 MI	5.00	$226,415	$56,604	$0	$283,019
Rogers	36288(06)	SH066	2028	SH-66: FROM 2 MI WEST OF SH-266 EXTEND EAST 5 MI	5.00	$84,168	$42,084	$0	$126,252
Rogers	38593(04)	SH066	2028	SH-66: FROM 4.03 MILES NORTH OF I-44, EXTEND NORTH 0.67 MI.	0.67	$510,000	$0	$0	$510,000
Rogers	38608(04)	US412	2028	US-412: SH-88 & UP RR AT JCT US-412 & SH-88	0.05	$0	$3,000,000	$0	$3,000,000
Tulsa	28896(04)	US064	2028	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2.00	$5,283,019	$4,883,019	$0	$10,166,038
Tulsa	30366(04)	IS244	2028	US-75: OVER I-244 & RR, 2.2 MILES NORTH OF I-44	0.10	$0	$1,683,360	$0	$1,683,360
Tulsa	32705(04)	IS444	2028	I-444: AT 12TH STREET, 0.5 MILES EAST OF JCT. I-244	0.04	$0	$1,771,063	$0	$1,771,063
Tulsa	33839(04)	IS444	2028	I-444: UNDER BOULDER AVE., 1.02 MILES EAST OF I-244	0.20	$1,700,221	$425,055	$0	$2,125,276
Tulsa	35120(06)	US075	2028	US-75: FROM 151ST NORTH 3 MILES TO 121ST	3.00	$841,680	$0	$0	$841,680
Tulsa	35460(05)	US075	2028	US-75: FROM NORTH OF POLECAT CREEK TO APPROX. 0.42 MILES NORTH OF 81ST ST.	2.66	$1,100,917	$733,945	$0	$1,834,862
Tulsa	35460(06)	US075	2028	US-75: FROM NORTH OF POLECAT CREEK TO APPROX. 0.42 MILES NORTH OF 81ST ST.	2.66	$800,000	$200,000	$0	$1,000,000
Tulsa	35461(05)	US075	2028	US-75: FROM OKMULGEE C/L EXTEND NORTH APPROX. 6 MILES TO 151ST STREET	6.08	$1,467,890	$366,972	$0	$1,834,862
Tulsa	35461(06)	US075	2028	US-75: FROM OKMULGEE C/L EXTEND NORTH APPROX. 6 MILES TO 151ST STREET	6.08	$800,000	$200,000	$0	$1,000,000
Tulsa	35462(05)	US075	2028	US-75: AT 96TH STREET NORTH 10.3 MILES NORTH OF I-244	0.40	$275,229	$45,872	$0	$321,101
Tulsa	35462(06)	US075	2028	US-75: AT 96TH STREET NORTH 10.3 MILES NORTH OF I-244	0.40	$120,000	$30,000	$0	$150,000
Tulsa	35463(05)	US075	2028	US-75: AT 106TH STREET NORTH, 4 MILES SOUTH OF SH-20 JCT.	0.40	$275,229	$45,872	$0	$321,101
Tulsa	35463(06)	US075	2028	US-75: AT 106TH STREET NORTH, 4 MILES SOUTH OF SH-20 JCT.	0.40	$120,000	$30,000	$0	$150,000
Tulsa	35464(05)	US075	2028	US-75: AT 126TH STREET NORTH, 2 MILES SOUTH OF SH-20 JCT.	0.40	$275,229	$45,872	$0	$321,101
Tulsa	35464(06)	US075	2028	US-75: AT 126TH STREET NORTH, 2 MILES SOUTH OF SH-20 JCT.	0.40	$110,092	$27,523	$0	$137,615
Tulsa	35477(04)	US169	2028	US-169: FROM 1.6 MI NORTH OF I-44, EXTEND NORTH 4.68 MI	4.68	$4,154,271	$1,038,568	$0	$5,192,839
Tulsa	35513(04)	US064	2028	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	6.37	$18,493,486	$5,785,872	$0	$24,279,358
Tulsa	35852(05)	US169	2028	US-169: FROM 86TH STREET NORTH APPROX. 3.5 MILES TO 116TH STREET	3.55	$366,972	$91,743	$0	$458,716
Tulsa	35852(06)	US169	2028	US-169: FROM 86TH STREET NORTH APPROX. 3.5 MILES TO 116TH STREET	3.55	$200,000	$50,000	$0	$250,000
Tulsa	35897(04)	-	2028	SH-11: OVER EDISON ROAD EAST & WESTBOUND, JCT. I-244/SH-11 (NW CORNER IDL)	0.20	$1,346,688	$336,672	$0	$1,683,360
Tulsa	38590(04)	IS044	2028	I-44: INTERCHANGE RAMPS AND ACCESS ROADS	0.42	$0	$900,000	$0	$900,000
Tulsa	38594(04)	SH020	2028	SH-20: BEGIN AT THE OSAGE CO. LINE, EXTEND EAST 0.21 MILES.	0.21	$400,000	$0	$0	$400,000
Tulsa	38609(04)	US169	2028	US-169 AT INTERSECTION OF US-169 AND SH 51.	0.05	$0	$850,000	$0	$850,000
Tulsa	38611(04)	US075	2028	PEORIA AVE UNDER 1.6 MILES EAST OF JCT US-75	0.30	$0	$350,000	$0	$350,000
Wagoner	34345(04)	SH072	2028	SH-72: FROM 0.3 MI N OF SH-51B JCT. IN COWETA, N 0.4 MI	0.41	$366,972	$1,467,890	$0	$1,834,862
						$55,614,032	**$27,242,372**	**$0**	**$82,856,404**

Federal Fiscal Year 2029 (FFY 2029)

County	JP No.	Hwy	FFY	Description	Length	Fed	State	Other	Total
Creek	35113(04)	US075A	2029	US-75A: FROM 5.17 MILES NORTH OF THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO	5.63	$13,211,009	$3,302,752	$0	$16,513,761
Osage	36353(04)	US064	2029	US-64: AT DIAMOND HEAD RD APPROX. 0.5 MILES WEST OF SH-151	1.31	$8,000,000	$2,000,000	$0	$10,000,000
Rogers	35510(05)	US412	2029	US-412: VERDIGRIS RIVER NAVIGATION CHANNEL EXTEND EAST 6.0 MILES TO SH-88	6.00	$366,972	$91,743	$0	$458,716
Rogers	35510(06)	US412	2029	US-412: VERDIGRIS RIVER NAVIGATION CHANNEL EXTEND EAST 6.0 MILES TO SH-88	6.00	$200,000	$50,000	$0	$250,000
Rogers	36369(05)	US412	2029	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	0.10	$127,200	$31,800	$0	$159,000
Rogers	36369(06)	US412	2029	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	0.10	$53,000	$21,200	$0	$74,200
Tulsa	10980(10)	IS044	2029	I-44: AT BROKEN ARROW EXPRESSWAY INTERCHANGE	0.30	$0	$4,040,450	$0	$4,040,450
Tulsa	31079(04)	SH011	2029	SH-11: OVER BIRD CREEK, LOCATED 2 MI SOUTH WASHINGTON C/L	0.20	$3,161,521	$790,890	$0	$3,952,411
Tulsa	33788(10)	IS044	2029	I-44: AT THE US-75 INTERCHANGE WP 4	1.00	$20,000,000	$2,000,000	$0	$22,000,000
Tulsa	33829(04)	-	2029	RAMP REHAB IN MULTIPLE LOCATIONS IN TULSA COUNTY.	0.00	$5,717,072	$1,429,268	$0	$7,146,340
Tulsa	34224(04)	SH020	2029	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75	4.07	$14,652,000	$3,663,000	$0	$18,315,000
Tulsa	35108(04)	SH051	2029	SH-51: FROM 4.43 MILES EAST OF SH-151 EXTEND EAST 5.67 MILES TO SH-97	4.40	$5,740,258	$1,435,064	$0	$7,175,322
Tulsa	35111(05)	US064	2029	US-64: AT 65TH W. AVE, APPROX. 4 MILES WEST OF I-244	0.20	$366,972	$91,743	$0	$458,716
Tulsa	35111(06)	US064	2029	US-64: AT 65TH W. AVE, APPROX. 4 MILES WEST OF I-244	0.20	$200,000	$50,000	$0	$250,000
Tulsa	35115(04)	US169	2029	US-169: FROM 51ST STREET EXT. NORTH 3.64 MILES	3.64	$3,366,720	$21,883,680	$0	$25,250,400
Tulsa	35457(05)	US075	2029	US-75: FROM 121ST STREET EXTEND NORTH APPROX. 1.80 MILES TO POLECAT CREEK	1.79	$1,100,917	$733,945	$0	$1,834,862
Tulsa	35457(06)	US075	2029	US-75: FROM 121ST STREET EXTEND NORTH APPROX. 1.80 MILES TO POLECAT CREEK	1.79	$800,000	$200,000	$0	$1,000,000
Tulsa	35468(04)	US064	2029	US-64: FROM 111TTH STREET SOUTH TO 131ST STREET (INTERIM IMPROVEMENTS)	2.00	$2,000,000	$8,000,000	$0	$10,000,000
Tulsa	35470(04)	SH067	2029	SH-67: FROM US-75 EXTEND EAST TO US-64	7.01	$600,000	$2,400,000	$0	$3,000,000
Tulsa	38422(04)	-	2029	SOUTHWEST BLVD. - AT THE I-244 AND I-444 JUNCTION.	0.20	$0	$2,752,294	$0	$2,752,294
Wagoner	34380(04) (05)(06)	US064	2029	US-64: FROM 0.53 MI. S OF TULSA C/L, S 7.44 MI. TO SH-104 JCT IN HASKELL	7.44	$9,280,000	$2,320,000	$0	$11,600,000
						$88,943,642	**$57,287,829**	**$0**	**$146,231,471**

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

PROGRAM OF PROJECTS

TULSA URBAN AREA

Surface Transportation Block Grant Program

INCOG, as the Metropolitan Planning Organization (MPO) for the Tulsa metropolitan area, is required to establish a selection process for the distribution of Surface Transportation Block Grants Program (STBGP) funds. Priority funding is given to projects that meet federal regulations and help advance the Long Range Transportation Plan (LRTP). As a Transportation Management Area (TMA), INCOG receives an annual distribution of Surface Transportation Block Grant Program (STBG-UZA) funds according to the formula outlined in the most recent federal surface transportation authorizing legislation. The most recent legislation is the Infrastructure Investment and Jobs Act (IIJA), also commonly called the Bipartisan Infrastructure Law (BIL). The amount of funding received is based in part on the population of the Tulsa Urban Area.

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

INCOG, as the Metropolitan Planning Organization (MPO) for the Tulsa metropolitan area, is required to establish a selection process for the distribution of Surface Transportation Block Grants (STBG) program funds. The most recent call for projects gave priority to projects that advance the Long Range Transportation Plan (LRTP) and were for the following types of projects:

- System Preservation Projects.
- Transportation Systems Capacity Expansion Projects.
- Roadway Safety Projects.
- Transportation Systems Management & Operations Projects.

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

The tables on pages 18 and 19 illustrate the projects that are fiscally constrained based on the forecasted federal funds table found on page 9 and have been or will be awarded STBG funds between FFY 2026 and FFY 2029. The table on page 20 consists only of carryover projects that were awarded prior to FFY 2026 but have not yet gone to construction. A comprehensive list of all STBG projects can be found in Appendix B on page 51.

INCOG Surface Transportation Block Grant Program FFY 2026

ODOT JP No.	Sponsor of Project	FFY	Location	Federal	Local/Other Funding	Total
OTA Project	OTA/ODOT	2026	Gilcrease West Expressway Annual Garvee Funding	$6,000,000	$1,500,000	$7,500,000
38918(04)	Broken Arrow	2026	193rd E Avenue from: E Omaha St. (E 51st St.) to E Albany St. (E 61st St.)	$4,000,000	$8,750,000	$12,750,000
38920(04)	Glenpool	2026	Elwood Avenue from: W 121st St. to E 137th St.	$400,000	$100,000	$500,000
38925(04)	Owasso	2026	E. 86th Street North from: N Garnett Rd. to N 119th E Ave.	$4,000,000	$8,525,798	$12,525,798
38923(04)	Tulsa	2026	E 11th St. (Memorial Dr. to S 89th E Ave.), E 21st St (S 145th E Ave. to S 177th E Ave.) and E 31st St. (Garnett Rd. to S 129th E Ave.)	$3,668,129	$2,000,000	$5,668,129
38924(04)	Tulsa	2026	S. Harvard Avenue from: E 61st St. to E 71st St.	$1,520,473	$380,118	$1,900,591
38926(04)	Tulsa County	2026	S. 33rd West Avenue from: W 61st St. to W 101st St.	$1,578,880	$394,720	$1,973,600
38928(04)	Wagoner County	2026	273rd East Avenue from: E 71st St to E 101st St.	$663,420	$5,511,950	$6,175,370
				$21,830,902	**$27,162,586**	**$48,993,488**

*Projects fiscally constrained from the forecasted federal funding on page 9

INCOG Surface Transportation Block Grant Program FFY 2026 (Remaining Funds)

Project	Federal	Local/Other Funding	Total
Anticipated	$21,932,053	$5,483,013	
STBG Awarded Projects	$21,830,902	$6,550,758	
Remainder TBD	$101,151	$25,288	
	$101,151	**$25,288**	**$126,439**

INCOG Surface Transportation Block Grant Program FFY 2027

ODOT JP No.	Sponsor of Project	FFY	Location	Federal	Local/Other Funding	Total
OTA Project	OTA/ODOT	2027	Gilcrease West Expressway Annual Garvee Funding	$6,000,000	$1,500,000	$7,500,000
38917(04)	Collinsville	2027	Broadway Street from: N 5th St. to N 137th E Ave.	$3,107,970	$855,742	$3,963,712
38919(04)	Glenpool	2027	Elwood Avenue at: 141st and 151st Intersections	$3,419,984	$854,996	$4,274,980
38921(04)	Jenks	2027	Elwood Avenue from: W 96th St. (Main St) to W 111th St.	$1,680,000	$420,000	$2,100,000
38922(04)	Tulsa	2027	MLK Jr. Blvd Corridor from: E Pine St. to W 36th St. N and E 46th St. N to E 56th St. N	$3,983,618	$2,800,000	$6,783,618
38927(04)	Tulsa County	2027	E. 56th St. Bridge: East bound	$480,080	$120,020	$600,100
				$18,671,652	**$6,550,758**	**$25,222,410**

*Projects fiscally constrained from the forecasted federal funding on page 9

INCOG Surface Transportation Block Grant Program FFY 2027 (Remaining Funds)

Project	Federal	Local/Other Funding	Total
Anticipated	$22,370,694	$5,592,674	
STBG Awarded Projects	$18,671,652	$6,550,758	
Remainder TBD	$ 3,699,042	$924,761	
	$3,699,042	**$924,761**	**$4,623,803**

INCOG Surface Transportation Block Grant Program FFY 2028

Project	Federal	Local/Other Funding	Total
Projects To Be Determined	$22,818,108	$5,704,527	
	$22,818,108	**$5,704,527**	**$28,522,635**

INCOG Surface Transportation Block Grant Program FFY 2029

Project	Federal	Local/Other Funding	Total
Projects To Be Determined	23,274,470	5,818,618	
	23,274,470	**5,818,618**	**29,093,088**

*Project selection for FFY 2028 and 2029 is anticipated to begin in FFY 2026. Once Selected projects are approved by the INCOG Board, they will be added to the FFY 2026-29 TIP through the Amendment Process

INCOG Regional Surface Transportation Block Grant Program – Carryover Projects awarded prior to FFY 2026

ODOT JP No.	Sponsor of Project	Location	Federal	Local/Other Funding	Total
36245(04)	City of Bixby	Posey Creek Trail on Harvard - 141st and 151st	$429,908	$143,303	$573,211
30917(04)	City of Broken Arrow	23rd Street (193rd E Ave) 81st St to 101st St	$12,800,000	$3,200,000	$16,000,000
33310(04)	City of Broken Arrow	Olive Ave from Kenosha to Albany	$6,930,000	$3,070,000	$10,000,000
36448(04)	City of Broken Arrow	23rd Street: Albany to Omaha	$3,000,000	$7,473,000	$10,473,000
36453(04)	City of Broken Arrow	Houston: 9th St to Hwy 51	$3,000,000	$6,534,000	$9,534,000
36586(04)	City of Broken Arrow	Aspen Ave: Kenosha to SH-51 and Albany Ave: 136th to W Concord Circle	$2,610,000	$655,000	$3,265,000
36588(04)(05)	City of Collinsville	Broadway Street: 5th to 19th Street	$3,000,000	$1,407,254	$4,407,254
36939(04)	City of Glenpool	Elwood Ave Study: 137th St to 151st St	$677,160	$225,720	$902,880
30160(04)	City of Jenks	Elwood Phase 3: Main Steet to 111th E Ave	$1,962,001	$490,500	$2,452,501
36450(04)	City of Jenks	121st Street Trail from Elm to Elwood	$336,450	$112,150	$448,600
33317(04)	City of Owasso	116th Street N & 129th E Ave	$1,561,366	$2,050,000	$3,611,366
36591(04)	City of Owasso	86th St N Improvements	$3,000,000	$4,107,045	$7,107,045
29307(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 1	$1,306,185	$435,395	$1,741,580
30731(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 2	$795,500	$198,875	$994,375
32532(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 3	$1,789,278	$1,869,628	$3,658,906
36592(04)	City of Sand Springs	E 41st St Rehabilitation	$2,763,542	$1,041,181	$3,804,723
29329(04)	City of Sapulpa	Dewey & Mission Intersection	$149,711	$316,549	$466,260
30374(04)	City of Tulsa	81st Street from Tacoma to Olympia	$2,700,000	$900,000	$3,600,000
34731(04)	City of Tulsa	71st St &S Sheridan Intersection	$2,900,000	$730,000	$3,630,000
35719(04)	City of Tulsa	Lewis Ave: Pine Street to Admiral Ave	$750,000	$320,000	$1,070,000
35719(04)	City of Tulsa	Pine Street: Peoria Ave to Lewis Ave	$750,000	$320,000	$1,070,000
35724(04)	City of Tulsa	Peoria Ave: Pine to Admiral & Pine St: Lewis to Harvard	$2,880,000	$960,000	$3,840,000
36449(04)	City of Tulsa	11th: Utica to Lewis Rehabilitation	$2,800,000	$1,160,000	$3,960,000
36451(04)	City of Tulsa	Mingo Rd: 61st to 71st Rehabilitation	$3,000,000	$1,240,000	$4,240,000
36595(04)	City of Tulsa	Pine Street & Pine Street/Mingo Intersection	$1,817,243	$454,311	$2,271,554
30885(04)	Tulsa County	E 51st Street South: 161st E Ave to 177th E Ave	$4,672,500	$1,557,500	$6,230,000
35938(04)	Tulsa County	101st South and Garnett Road Intersection	$750,000	$2,918,500	$3,668,500
35939(04)	Tulsa County	76th Street N: Starting West of Sheridan to Mingo	$429,502	$107,376	$536,878
36240(04)	Tulsa County	101st Street S and Mingo Rd	$3,000,000	$1,130,350	$4,130,350
36940(04)	Tulsa County	West 21st Street: From Hwy 344 to 23rd St	$1,542,400	$514,530	$2,056,930
29395(08)(09)	Wagoner County	101st St From 217th to 241st St	$3,560,000	$2,452,359	$6,012,359
29395(08)(09)	Wagoner County	101st Street: 209th E Ave to Oneta Rd/SH-51		$1,897,641	$1,897,641
			$77,662,747	**$49,992,167**	**$127,654,913**

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

PROGRAM OF PROJECTS

TULSA URBAN AREA

Transportation Alternatives Program (TAP)

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

Pedestrian and Bicycle Facilities (including ADA improvements)

Vegetation Management

Safe Routes for Non-Drivers

Archaeological Activities

Conversion of Abandoned Railway Corridors to Trails

Environmental Mitigation

Scenic Turn-Outs and Overlooks

Stormwater Mitigation

Outdoor Advertising Management

Wildlife Management

Historic Preservation & Rehabilitation of Historic Transportation Facilities

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

The tables on page 23 illustrate the projects that are fiscally constrained based on the forecasted federal funds table found on page 9 and have been or will be awarded TAP funds between FFY 2026 and FFY 2029. The table on page 24 consists only of carryover projects that were awarded prior to FFY 2026 but have not yet gone to construction. A comprehensive list of all TAP projects can be found in Appendix B on page 52.

INCOG Transportation Alternatives Program FFY 2026

ODOT JP No.	Sponsor of Project	FFY	Location	Federal	Local/Other Funding	Total
38766(04)	Glenpool	2025 & 2026	141st St from Elwood Ave and Peoria Ave. to 137th St	$1,500,974	$375,243	$1,876,217
38768(04)	Owasso	2025 & 2026	Safe Routes to Amenities (several locations)	$484,508	$170,232	$654,740
38763(04)	Tulsa	2025 & 2026	Flat Rock Trail - Between MLK Jr Blvd and Peoria Ave	$1,500,000	$451,623	$1,951,623
38760(04)	Tulsa	2025 & 2026	Skelly Trail - Phase 1 along I-44	$1,150,000	$315,426	$1,465,426
38761(04)	Tulsa	2025 & 2026	RRFB's - 7 locations within Tulsa	$515,000	$148,975	$663,975
				$5,150,482	**$1,461,499**	**$6,611,981**

*Projects funded utilizing FFY 2025 and 2026 and fiscally constrained based on previously approved (FFY 2024-27 TIP) and from the forecasted federal funding on page 9

INCOG Transportation Alternatives Program FFY 2027

Project	Federal	Local/Other Funding	Total
Projects TBD	$2,665,921	$666,480	
	$2,665,921	**$666,480**	**$3,332,401**

INCOG Transportation Alternatives Program FFY 2028

Project	Federal	Local/Other Funding	Total
Projects TBD	$2,719,239	$679,810	
	$2,719,239	**$679,810**	**$3,399,049**

INCOG Transportation Alternatives Program FFY 2029

Project	Federal	Local/Other Funding	Total
Projects TBD	$2,773,624	$693,406	
	$2,773,624	**$693,406**	**$3,467,030**

*Project selection for FFY 2027, 2028 and 2029 TAP are anticipated to happen in FFY 2026. Once Selected projects are approved by the INCOG Board, they will be added to the FFY 2026-29 TIP through the Amendment Process

INCOG Regional Transportation Enhancement (TE) Program & Transportation Alternative Program (TAP) – Carryover projects awarded prior to FFY 2026

ODOT JP No.	Sponsor of Project	Location	Federal	Local/Other Funding	Total
34066(04)	City of Broken Arrow	Broken Arrow Creek Trail Phase II	$1,275,838	$321,528	$1,597,366
35445(04)	City of Broken Arrow	Hawk Beacons and Sidewalk/Sidepath	$857,802	$285,934	$1,143,736
38101(04)	City of Broken Arrow	Oak Ave Bike Route & Florence Street HAWK Pedestrian Signal	$765,000	$255,000	$1,020,000
38657(04)	City of Broken Arrow	Sidewalk on New Orleans St (101st St)	$670,000	$170,000	$840,000
38076(04)	City of Catoosa	Trail from Rodgers Sports Complex to Apt. Trail under Rt. 66	$614,897	$153,724	$768,621
38031(04)	City of Collinsville	SRTP 19th St: From Hwy 20 to Veterans	$1,164,867	$291,217	$1,456,084
38103(04)(05)	City of Collinsville	SRTS/Herald Elementary & ECDC 8' Sidepath	$558,000	$139,500	$697,500
38117(04)	Downtown Tulsa Partnership	Downtown Denver Ave Corridor Design: 1st St to 8th St	$622,944	$155,736	$778,680
28845(04)	City of Glenpool	Bicycle/Pedestrian Sidewalk Expansion	$550,800	$137,700	$688,500
38028(04)	City of Glenpool	SRTS on Warrior Rd: 146th to 141st St	$479,680	$119,920	$599,600
38104(04)	City of Glenpool	SRTS and SRTP project: Black and Gold Park	$962,208	$240,522	$1,202,730
38104(05)	City of Glenpool	SRTS and SRTP project: Black and Gold Park	$124,635	$31,159	$155,794
38106(04)	City of Jenks	Aquarium Drive and Elm St Trail Improvements	$719,444	$179,861	$899,305
35458(04)	River Parks Authority	Eagle Preserve Trail	$460,285	$115,071	$575,356
34067(04)	City of Sand Springs	81st W Ave Connector Trail	$750,000	$530,661	$1,280,661
38109(04)	City of Sapulpa P&R	Bivens Creek Bridge Restoration	$400,000	$100,111	$500,111
38024(04)	City of Skiatook	Sidewalks on W.C. Rogers Blvd: B St to E St	$929,242	$269,780	$1,199,022
33036(04)	City of Tulsa	Mingo Valley Trail 51st to 61st Street	$500,000	$420,000	$920,000
34065(04)	City of Tulsa	Mingo Creek Trail I-244 to Pine Street	$750,000	$740,000	$1,490,000
35488(04)(05)	City of Tulsa	ADA & Memorial	$615,000	$205,000	$820,000
35933(04)	City of Tulsa	Vensel Creek River Trail	$107,193	$26,798	$133,991
35934(04)	City of Tulsa	SRTS & RRFB's	$550,000	$180,000	$730,000
38111(04)	City of Tulsa	RPA Trail: 103rd to 110th St	$1,000,000	$1,504,659	$2,504,659
38111(05)	City of Tulsa	RPA Trail: 103rd to 110th St	$225,900	$56,475	$282,375
38619(04)	City of Tulsa	Trail on Riverside Parkway: 116th to Cousins Park	$1,200,000	$1,087,386	$2,287,386
38621(04)	City of Tulsa	Trail on Riverside Parkway: 110th St to 116th St	$1,200,000	$1,760,294	$2,960,294
38113(04)	City of Tulsa P&R	Osage Prairie Trail & Midland Valley Wayfinding	$272,000	$68,000	$340,000
35484(04)	Tulsa County	Safe Route to Park	$383,070	$297,547	$680,617
35484(05)	Tulsa County	Safe Route to Park	$64,913	$21,638	$86,550
38033(04)	Tulsa County/Turley	SRTP: Sidepath from 56th St N to N. Memorial	$1,036,800	$115,200	$1,152,000
38116(04)	Tulsa Public Schools	SRTS/Safety First Initiative	$1,000,000	$248,000	$1,248,000
			$20,810,518	**$10,228,422**	**$31,038,939**

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)
FEDERAL DISCRETIONARY GRANTS

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE)

SAFE STREETS FOR ALL (SS4A)

NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE PROGRAM (MEGA)

PROGRAM OF PROJECTS

Rebuilding American Infrastructure with Sustainability and Equity – RAISE

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly $14.3 billion for fifteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

RAISE - Tulsa-Jenks Multi-Modal Safety Project, Connecting Communities				
Operator	**Description**	**Federal**	**Local**	**Total**
INCOG	Multi-Modal trail system along Arkansas River	$16,200,000	$4,050,000	$20,250,000

*Funding was awarded in FFY 2023 but was programmed in FFY 2024

RAISE - City of Broken Arrow, Hwy 51 Improvements				
Operator	**Description**	**Federal**	**Local**	**Total**
Broken Arrow	Multimodal infrastructure improvements, with a focus on reconnecting communities and enhancing pedestrian and vehicle connectivity	$5,840,000	$1,460,000	$7,300,000

RAISE - MetroLink Tulsa - Route 66 BRT				
Operator	**Description**	**Federal**	**Local**	**Total**
MTTA	Develop 44 BRT stations along the Route 66 Corridor	$12,728,889	$3,182,222	$15,911,111

RAISE - ODOT, Safely Connect Tulsa US-75 and 51st Street				
Operator	**Description**	**Federal**	**Local**	**Total**
ODOT	Reconfigure the interchange and add pedestrian/bicycle infrastructure	$10,000,000	$2,500,000	$12,500,000

Safe Streets and Roads for All – SS4A

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach.

SS4A - Travel With Care - 2022 Safe Streets & Roads for All Implementation Grant				
Operator	**Description**	**Federal**	**Local**	**Total**
INCOG	Proven safety measures for intersections and roadways	$21,200,000	$5,300,000	$26,500,000

*Funding was awarded in FFY 2023 but was programmed in FFY 2024

National Infrastructure Project Assistance Program – Mega Grant

The National Infrastructure Project Assistance (Mega) Program was created in the Bipartisan Infrastructure Law (BIL) to fund major projects that are too large or complex for traditional funding programs and are likely to generate national or regional economic, mobility, or safety benefits. It is a highly competitive program.

Mega Grant - ODOT, National Infrastructure Project Assistance US-75 and I-44				
Operator	**Description**	**Federal**	**Local**	**Total**
ODOT	Reconfiguring the US-75 and I-44 interchange	$85,000,000	$21,250,000	$106,250,000

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

TULSA URBAN AREA

FFY 2026-29 Congestion Mitigation and Air Quality (CMAQ) Projects

FFY 2026-29 Carbon Reduction Program (CRP) Projects

Energy and Environmental Sustainability Programs

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

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

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

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

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

Carbon Reduction Program (CRP)

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

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

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

Congestion Mitigation and Air Quality (CMAQ) FFY 2026 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	TBD	TBD	
Environmental	TBD	TBD	
INCOG Air Quality Ed.	$100,000	$25,000	
Total	**$950,000**	**$237,500**	**$1,187,500**

Congestion Mitigation and Air Quality (CMAQ) FFY 2027 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	TBD	TBD	
Environmental	TBD	TBD	
INCOG Air Quality Ed.	$100,000	$25,000	
Total	**$950,000**	**$237,500**	**$1,187,500**

Congestion Mitigation and Air Quality (CMAQ) FFY 2028 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	TBD	TBD	
Environmental	TBD	TBD	
INCOG Air Quality Ed.	$100,000	$25,000	
Total	**$950,000**	**$237,500**	**$1,187,500**

Congestion Mitigation and Air Quality (CMAQ) FFY 2029 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	TBD	TBD	
Environmental	TBD	TBD	
INCOG Air Quality Ed.	$100,000	$25,000	
Total	**$950,000**	**$237,500**	**$1,187,500**

FFY 2026 Carbon Reduction Program (CRP) Projects

Carbon Reduction Program FFY 2026 Projects

Project	Federal	Local/Other Funding	Total
Pedestrian and Bicycle	TBD	TBD	
	$2,640,011	**$660,003**	**$3,300,014**

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

ENHANCED MOBILITY FOR SENIORS AND PERSONS WITH DISABILITY PROGRAM OF PROJECTS

ELDERLY AND PERSONS WITH DISABILITIES PROGRAM

INCOG was designated by the Governor of Oklahoma and is the selected recipient for Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, for the Tulsa Region. The Tulsa Region Coordinated Transportation Plan was developed and adopted in January 2021.

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

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

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

Section 5310 Forecasted Funding for Federal Fiscal Year 2026-29

INCOG Program	5310	2026	2027	2028	2029	Total
		$989,903	$1,009,701	$1,029,895	$1,050,493	$4,079,992

*Project selection for FFY 2026, 2027, 2028 and 2029 are anticipated to begin in FFY 2026. Once Selected projects are approved by the INCOG Board, they will be added to the FFY 2026-29 TIP through the Amendment Process

FY 2026 Section 5310 Projects

FFY Obligated	Operator	FFY Apport. Year	Description	Federal	Local	Total
2026	A New Leaf	2024	Operating and Capital projects including: (two non ADA vehicles)	$345,962	$293,426	$639,388
2026	Blessings to Share	2024	Service contract for Adults with Intellectual and Developmental Disabilities	$24,000	$6,000	$30,000
2026	Blessings to Share	2025	Operating	$5,000	$5,000	$10,000
2026	Bridges Foundation	2024	Operating	$30,000	$30,000	$60,000
2026	Domestic Violence Intervention Services	2025	ADA Vehicle	$67,911	$11,984	$79,895
2026	Gatesway Foundation	2025	Operating and Capital Maintenance projects	$163,458	$160,798	$324,256
2026	KiBois	2024	Three ADA Vehicles	$280,500	$49,500	$330,000
2026	KiBois	2025	Operating and Capital Maintenance projects	$122,153	$102,135	$224,288
2026	Life Senior Services	2024	Capital Maintenance	$3,904	$780.80	$4,685
2026	Life Senior Services	2025	Capital Maintenance and vehicle purchases including: (two ADA vehicles)	$266,142	$48,051.20	$314,193
2026	MODUS	2025	Operating, Capital Maintenance and Capital purchasing projects including: (an ADA vehicle)	$161,580	$99,870	$261,450
2026	Morton Comprehensive Health Services	2024	ADA Vehicle	$70,468	$12,383	$82,851
2026	Rogers County Adult Day Center	2024	Operating and Capital projects including: (ADA vehicle)	$117,982	$48,097	$166,079
2026	Veterans Ride Connect	2025	Veterans Trips - Contract	$68,000	$17,000	$85,000
2026	Youth Services of Tulsa	2025	Service Contract for at-risk teens and Youth with Significant mental and physical health issues	$19,200	$4,800	$24,000
2026	INCOG	2024	INCOG Program Aministration	$96,980	0	$96,980
2026	INCOG	2025	INCOG Program Aministration	$97,049	0	$97,049
				$1,940,289	**$889,825**	**$2,830,114**

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

PROGRAM OF PROJECTS

METROPOLITAN TULSA TRANSIT AUTHORITY (MTTA)

Preventive Maintenance and Operation Support

MTTA remains committed to ensuring the reliability, safety, and efficiency of its transit fleet and facilities through a comprehensive Preventive Maintenance Program. This program included regular service, inspections, and component replacement to maintain vehicles and facilities in optimal working condition throughout their useful life. Preventive maintenance funding supports both labor and materials, allowing MTTA to extend asset longevity, reduce downtime, and maintain a high level of service reliability for the community. Operational expenses are managed strategically to sustain daily transit operations, covering personnel, fuel, utilities, and administrative costs. These investments ensure that MTTA continues to provide safe, efficient, and accessible transportation options for all residents, including those who rely on transit for work, education and essential services.

Leases and Audit Services

Leases and audit services are necessary operational elements that support MTTA's fiscal responsibility and regulatory compliance. Facility and equipment leases provide flexibility in housing vehicles and administrative operations, while audit services ensure transparent and accurate financial management in accordance with federal and state guidelines. Regular audits confirm MTTA's ongoing compliance with grant requirements and financial reporting standards, reinforcing public trust and accountability.

Future Planning and Capital Investments

MTTA actively engages in long-range transit and capital planning to align investments with the region's growing mobility needs. Future planning initiatives consider ridership demand, demographic trends, technology advancements, and sustainability goals. Planned capital projects include facility improvements, fleet expansion, and technology upgrades to enhance overall efficiency and passenger experience. Capital items identified in this TIP include the purchase of new transit vehicles of assorted sizes to meet diverse service needs, from fixed-route buses to smaller, flexible vehicles for paratransit and microtransit operations. These investments are guided by data-driven analysis and community input to ensure an equitable distribution of transit resources.

Safety, Security, and Facility Upgrades

MTTA prioritizes the safety and security of passengers, employees, and assets. Planned projects include installing and upgrading surveillance systems, improved lighting, and enhanced safety infrastructure at bus stops, transit centers, and maintenance facilities. Facility upgrades also focus on energy efficiency, accessibility improvements, and modernization to support operational growth and sustainability objectives.

Bus Stops and Passenger Amenities

MTTA continues to invest in bus stop improvements to enhance accessibility, comfort, and safety. Upgrades include ADA-compliant boarding areas, shelters, benches, signage, and real-time passenger information systems. These improvements not only enhance the rider experience but also contribute to system-wide reliability and community connectivity.

Commitment to Grant Funding and Asset Management

MTTA maintains a proactive strategy to secure federal, state, and local grant funding to support its capital and operational priorities. The agency consistently applies for Federal Transit Administration (FTA) and Oklahoma Department of Transportation (ODOT) grants, leveraging available funding to maintain and replace capital assets before the end of their useful life. Through its Transit Asset Management (TAM) Plan, MTTA ensures all assets are maintained in a state of good repair and replaced according to lifecycle schedules. This approach allows MTTA to maximize the return on public investment while continuing to provide safe, dependable, and equitable transportation services.

Summary of Key Project Areas

Category	Focus Areas
Preventive Maintenance	Vehicle and facility upkeep, reliability, safety compliance
Operations	Fuel, personnel, and daily service support
Leases & Audits	Facility leases, complance audits, financial integrity
Capital Investments	Fleet renewal, facility and technology upgrades
Safety & Security	Surveillance, lighting, and safty systems
Bus Stops & Amenities	Shelters, ADA upgrades, signage, and passenger comfort
Grant Strategy	Continuous FTA/ODOT applications and TAM Plan adherence

FY 2026 Metropolitan Tulsa Transit Authority (MTTA) Projects

County	Sec	FFY Apport	Mode	Desc.	FTA	Local	Total
Tulsa	5307	2025	Transit	Preventative Maintenance	$3,402,125	$813,231	$4,215,356
Tulsa	5307	2025	Transit	Operations	$4,109,304	$4,109,304	$8,218,608
Tulsa	5307	2025	Transit	Leases/Audit Services	$116,000	$101,000	$217,000
Tulsa	5307	2025	Transit	Planning	$1,293,000	$323,252	$1,616,252
Tulsa	5307	2025	Transit	Capital Office Assets & Technology Infrastructure	$947,401	$236,851	$1,184,252
Tulsa	5307	2025	Transit	Safety	$94,338	$23,585	$117,923
Tulsa	5307	2025	Transit	Security	$100,628	$25,157	$125,785
Tulsa	5307	2022	Transit	Operations	$714,116	$714,116	$1,428,232
Tulsa	5307	2022	Transit	Safety	$9,750	$2,438	$12,188
Tulsa	5307	2022	Transit	Security	$9,320	$1,830	$11,150
Tulsa	5307	2022	Transit	Capital Office Assets & Technology Infrastructure	$243,735	$60,934	$304,669
Tulsa	5339	2023	Transit	Call Center/Maintenance	$152,355	$38,090	$190,445
Tulsa	5339	2023	Transit	Bus Stops	$197,645	$49,412	$247,057
Tulsa	5339	2023	Transit	Rolling Stock	$350,000	$87,500	$437,500
Tulsa	5339 (C)	2024	Transit	RAISE Route 66 BRT	$12,728,889	$3,182,223	$15,911,112
					$24,468,606	**$9,768,923**	**$34,237,529**

*RAISE Grant for the Route 66 BRT project has been included within the FFY 2026 funding table.

FFY 2027 Metropolitan Tulsa Transit Authority (MTTA) Projects

County	Sec	FFY Apport	Mode	Desc.	FTA	Local	Total
Tulsa	5307	2025	Transit	Preventative Maintenance	$3,402,125	$813,231	$4,215,356
Tulsa	5307	2025	Transit	Operations	$4,109,304	$4,109,304	$8,218,608
Tulsa	5307	2025	Transit	Leases/Audit Services	$116,000	$101,000	$217,000
Tulsa	5307	2025	Transit	Planning	$1,293,000	$323,252	$1,616,252
Tulsa	5307	2025	Transit	Capital Office Assets & Technology Infrastructure	$947,401	$236,851	$1,184,252
Tulsa	5307	2025	Transit	Safety	$94,338	$23,585	$117,923
Tulsa	5307	2025	Transit	Security	$100,628	$25,157	$125,785
Tulsa	5339	2024	Transit	Passenger Amenitites	$200,000	$50,000	$250,000
Tulsa	5339	2024	Transit	Engine Overhauls	$200,000	$50,000	$250,000
Tulsa	5339	2024	Transit	Rolling Stock	$401,000	$100,250	$501,250
					$10,863,796	**$5,832,630**	**$16,696,426**

FFY 2028 Metropolitan Tulsa Transit Authority (MTTA) Projects

County	Sec	FFY Apport	Mode	Desc.	FTA	Local	Total
Tulsa	5307	2027	Transit	Preventative Maintenance	$3,402,125	$813,231	$4,215,356
Tulsa	5307	2027	Transit	Operations	$4,109,304	$4,109,304	$8,218,608
Tulsa	5307	2027	Transit	Leases/Audit Services	$116,000	$101,000	$217,000
Tulsa	5307	2027	Transit	Planning	$1,293,000	$323,252	$1,616,252
Tulsa	5307	2027	Transit	Capital Office Assets & Technology Infrastructure	$947,401	$236,851	$1,184,252
Tulsa	5307	2027	Transit	Safety	$94,338	$23,585	$117,923
Tulsa	5307	2027	Transit	Security	$100,628	$25,157	$125,785
Tulsa	5339	2025	Transit	Passenger Amenitites	$200,000	$50,000	$250,000
Tulsa	5339	2025	Transit	Engine Overhauls	$200,000	$50,000	$250,000
Tulsa	5339	2025	Transit	Rolling Stock	$440,551	$110,138	$550,689
					$10,903,347	**$5,842,518**	**$16,745,865**

FFY 2029 Metropolitan Tulsa Transit Authority (MTTA) Projects

County	Sec	FFY Apport	Mode	Desc.	FTA	Local	Total
Tulsa	5307	2028	Transit	Capital, Operating, Prev Maint, Planning, Safety, Security, Leases, Audit	$10,062,796	$5,560,380	$15,623,176
Tulsa	5339	2028	Transit	Bus Replacement, Bus addition, Passenger Amenities, Bus Stop Replacement, Facility rehab.	$840,551	$210,138	$1,050,689
					$10,903,347	**$5,770,518**	**$16,673,865**

Resolution

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

A RESOLUTION TO ADOPT THE *FFY 2026 – 2029 TRANSPORTATION IMPROVEMENT PROGRAM* FOR THE TULSA TRANSPORTATION MANAGEMENT AREA

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

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

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

WHEREAS, a Transportation Improvement Program for the Tulsa Transportation Management Area, containing highway, transit, bicycle/pedestrian, and air quality improvement projects expected to be carried out from FFY 2026 to FFY 2029, 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 2026 – 2029 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2026 – 2029 Transportation Improvement Program* for the Tulsa Transportation Management Area.

_____ _____

Indian Nations Council of Governments Date

_____ _____

Oklahoma Department of Transportation Date

MPO SELF-CERTIFICATION

Long Range Transportation Planning Process Self-Certification

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

1. 23 U.S.C 134 and 49 U.S.C. 5303;

2. Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 200d-1) and 49 CFR part 21;

3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;

4. Section 1101(b) of the MAP-21 legislation and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

5. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. Seq.) and 49 CFR parts 27, 37 and 38

7. The older American Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

_____ _____

Indian Nations Council of Governments Date

_____ _____

Oklahoma Department of Transportation Date

INCOG – Surface Transportation Project Selection Process

ODOT has established a project selection process with the adoption of their Construction Work Plan. This selection process applies to Interstate Maintenance, National Highway System, Surface Transportation Program (outside of the Tulsa Adjusted Urban 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 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 Urban Area Surface Transportation Block Grant (STBG) funds for inclusion into the TIP for the Tulsa Transportation Management Area. In 2022, The Urban Area STP ranking criteria were revised to provide direct application for funding for all communities in the TMA. With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, projects are evaluated annually for eligibility and to establish priorities. Candidate projects will be programmed into the TIP based on priorities and the availability of funds and selected for construction in order of meeting all requirements and being ready to proceed. It is customary for INCOG to revise the selection criteria for various project categories based on the need, funding constraints, implementation guidelines, following federal and state guidance. The current STBG application can be found on INCOG's website at https://www.incog.org//Transportation/transportation_main.html

Urban Area STBG 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 Urban Area STBG funds to the TMA is based on the 2020 Census population within the Census defined Tulsa Urban Area boundary. The Adjusted Tulsa Urban Area currently includes the Cities of, Bixby, Broken Arrow, Catoosa, Collinsville, Coweta, Glenpool, Jenks, Kiefer, Owasso, Sand Springs, Sapulpa, and Tulsa and adjacent portions of Creek, Osage, Rogers, Tulsa, and Wagoner Counties. Entities within the Adjusted Tulsa Urban Area are eligible to utilize the Urban Area STP funds.

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

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

Projects were previously selected and funded through FFY 2027. INCOG anticipates that project selection and programming for INCOG Surface Transportation Projects for 2028 and 2029 will take place in FFY 2026.

Public Involvement Process

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

As a part of the process to develop the TIP there were several public involvement opportunities available to interested area citizens. Each Transportation Technical Committee (TTC) and Transportation Policy Committee (TPC) was open to the public to allow area citizens to express their views. The document was made available through INCOG's transportation web page and in the INCOG offices. From October 15th through November 4th, 2025 the public had opportunities to present their views and opinions regarding the TIP. It is anticipated that the INCOG Board of Directors will approve the TIP at the scheduled meeting on November 4, 2025.

INCOG's web site has had 86 unique visitors to the TIP document and over 200 unique transportation page views during the public notice period. Year to date INCOG's transportation page has received over 2000 visitors.

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 notices, direct mailings to interested parties, and agenda postings on the INCOG internet home page. The TTC and TPC will review all proposed amendments and forward recommendations to the INCOG Board of Directors. All approved amendments will be included in the TIP document and transmitted to ODOT for inclusion in the Statewide Transportation Improvement Program.

FFY 2026 – 2029 Transportation Improvement Program Performance Measures – Management

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

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

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

Performance Measurement Goals

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

- **Safety (PM1):**
  Number of fatalities
  Fatalities per 100 million vehicle miles traveled
  Number of serious injuries
  Serious injuries per 100 million vehicles miles traveled
  Number of non-motorized fatalities and non-motorized serious injuries

- **Pavement Condition (PM2):**
  Percentage of pavements on the interstate system in Good condition
  Percentage of pavements of Interstate system in Poor condition
  Percentage of pavements on the non-Interstate NHS in Good condition
  Percentage of pavement of the non-Interstate NHS in Poor condition

- **Bridge Condition (PM2):**
  Percentage of NHS bridges in good condition
  Percentage of NHS bridges in Poor condition

- **System Performance (PM3):**
  Interstate Travel Time Reliability Measure (Percent of person-miles traveled on Interstate that are reliable)
  Non-Interstate Travel Time Reliability measure (Percent of person-miles traveled on the non-Interstate NHS that are reliable)

- **Freight Movement on the Interstate System (PM3):**
  Freight Reliability (Truck Travel Time Reliability Index)

- **Traffic Congestion (PM3):**
  Peak Hour Excessive Delay
  Non-Single Occupant Vehicle Travel (SOV)

- **On Road Mobile Source Emissions (PM3):**
  Total Emission Reductions

INCOG Selection Criteria for Projects

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

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

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

Safety Performance Measures

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

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

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

Performance Measure	ODOT	INCOG
Number of Fatalities	770	Support ODOT Target
Number of Serious Injuries	2054	Support ODOT Target
Fatality Rate per 100 Million VMT	1.7	Support ODOT Target
Serious Injury Rate per 100 Million VMT	4.55	Support ODOT Target
Total number of non-motorized fatalities and non-motorized serious injuries	299	Support ODOT Target

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

Non-Safety Performance Measures

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

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

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

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

Performance Measure	2022 ODOT Base Line	2 Year Target	4 Year Target	INCOG
% of Interstate System pavement in good condition	68.7%	59.0%	56.0%	Support ODOT Target
% of Interstate System pavement in poor condition	1.1%	3.0%	4.0%	Support ODOT Target
% of Non-Interstate System pavements in good condition	43.4%	41.0%	40.0%	Support ODOT Target
% of Non-Interstate System pavements in poor condition	2.7%	5.0%	6.0%	Support ODOT Target
% of NHS Bridges classified as good condition	48.2%	43.0%	40.0%	Support ODOT Target
% of NHS Bridges classified as poor condition	0.8%	3.0%	5.0%	Support ODOT Target

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

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

Performance Measure	2022 ODOT Base Line	2 Year Target	4 Year Target	INCOG
% of Interstate NHS with reliable travel times	94.8%	90.0%	90.0%	Support ODOT Target
% of Non-Interstate NHS with reliable travel times	97.5%	90.0%	90.0%	Support ODOT Target
Truck travel time reliability	1.24	1.33	1.33	Support ODOT Target

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

Metropolitan Tulsa Transit Authority (MTTA) Performance Targets and Measures

Asset Category - Performance Measure	Asset Class	2024 Target	2025 Target	2026 Target	2027 Target	2028 Target
Revenue Vehicles						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over the Road Bus	N/A				
	BU - Bus	10%	10%	10%	10%	10%
	CU - Cutaway Bus	10%	10%	10%	10%	10%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	N/A				
	RT - Rubber-tire Vintage Trolley	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	N/A				
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
Equipment						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	20%	20%	20%	20%	20%
	Steel Wheel Vehicles	N/A				
	Trucks and Other Rubber Tire Vehicles	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
Facilities						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	1%	1%	1%	1%	1%
	Maintenance	1%	1%	1%	1%	1%
	Parking Structures	N/A				
	Passenger Facilities	1%	1%	1%	1%	1%
	Bus Shelters	9%	9%	9%	9%	9%
	Mixed-use Admin and Passenger Facility	N/A				
	Custom 3	N/A				

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 4 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 federal fiscal year. INCOG develops the TIP for the Tulsa TMA in cooperation with ODOT, the Metropolitan Tulsa Transit Authority (MTTA), and local governments in the TMA. Because the TIP is a short-term program, it has a relatively immediate impact on the transportation system in the region; therefore, an informed and involved public is essential in setting the priorities in the TIP. The TIP development and amendment process satisfies MTTA's and FTA's public participation requirements for the Program of Project/POP. As part of the process of developing the TIP, INCOG will conduct:

- **Specific Outreach** – INCOG will notify organizations and associations, partner agencies, and local governments at the initiation of the TIP development. This notification will include a description and timeline of the development process, a general outline of the programs and types of projects affected, and a detailed description of the opportunities for input and review. INCOG plans to attend local events, such as the Tulsa State Fair, May Fest, and various community markets for public interaction and feedback.

- **Public Meetings** – Public meetings, either in person or online, of the TTC and TPC will be held to allow opportunities for public comment prior to the TIP advancing to the next stage of development.

- **TIP Online** – The draft TIP and final TIP will be posted on the INCOG website and INCOG Newsletter with an email link allowing for comments or questions to be submitted. Once the TIP is adopted, a current copy will be maintained on the website reflecting the most recent amendments and progress and/or any delay in implementing the TIP.

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

Appendix B – INCOG Comprehensive List of Federally Funded Projects Including Projects Awarded Prior to FFY 2026

INCOG Regional Surface Transportation Block Grant (STBG) Program Comprehensive List of Projects

ODOT JP No.	Sponsor of Project	Location	Federal	Local/Other Funding	Total
OTA Project	OTA/ODOT	Gilcrease West Expressway Annual GARVEE Funding	$6,000,000	$1,500,000	$7,500,000
36245(04)	City of Bixby	Posey Creek Trail on Harvard - 141st and 151st	$429,908	$143,303	$573,211
30917(04)	City of Broken Arrow	23rd Street (193rd E Ave) 81st St to 101st St	$12,800,000	$3,200,000	$16,000,000
33310(04)	City of Broken Arrow	Olive Ave from Kenosha to Albany	$6,930,000	$3,070,000	$10,000,000
36448(04)	City of Broken Arrow	23rd Street: Albany to Omaha	$3,000,000	$7,473,000	$10,473,000
36453(04)	City of Broken Arrow	Houston: 9th St to Hwy 51	$3,000,000	$6,534,000	$9,534,000
36586(04)	City of Broken Arrow	Aspen Ave: Kenosha to SH-51 and Albany Ave: 136th to W Concord Circle	$2,610,000	$655,000	$3,265,000
38918(04)	City of Broken Arrow	193rd E Ave: Omaha St (51st) to Albany St (61st)	$4,000,000	$8,750,000	$12,750,000
36588(04)(05)	City of Collinsville	Broadway Street: 5th to 19th Street	$3,000,000	$1,407,254	$4,407,254
38917(04)	City of Collinsville	Broadway Street: 5th St to 137th E Ave	$3,107,970	$855,742	$3,963,712
36939(04)	City of Glenpool	Elwood Ave Study: 137th St to 151st St	$677,160	$225,720	$902,880
38919(04)	City of Glenpool	Elwood Ave Intersection at 141st and 151st	$3,419,984	$854,996	$4,274,980
38920(04)	City of Glenpool	Elwood Ave: 121st to 137th Engineering and Design	$400,000	$100,000	$500,000
30160(04)	City of Jenks	Elwood Phase 3: Main Steet to 111th E Ave	$1,962,001	$490,500	$2,452,501
36450(04)	City of Jenks	121st Street Trail from Elm to Elwood	$336,450	$112,150	$448,600
38921(04)	City of Jenks	Elwood Ave: West 96th St to 111th St Utility Relocation	$1,680,000	$420,000	$2,100,000
33317(04)	City of Owasso	116th Street N & 129th E Ave	$1,561,366	$2,050,000	$3,611,366
36591(04)	City of Owasso	86th St N Improvements	$3,000,000	$4,107,045	$7,107,045
38925(04)	City of Owasso	E 86th St N road rehabilitation	$4,000,000	$8,525,798	$12,525,798
29307(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 1	$1,306,185	$435,395	$1,741,580
30731(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 2	$795,500	$198,875	$994,375
32532(04)	City of Sand Springs	S 113th West Ave at E 34th Street Phase 3	$1,789,278	$1,869,628	$3,658,906
36592(04)	City of Sand Springs	E 41st St Rehabilitation	$2,763,542	$1,041,181	$3,804,723
29329(04)	City of Sapulpa	Dewey & Mission Intersection	$149,711	$316,549	$466,260
30374(04)	City of Tulsa	81st Street from Tacoma to Olympia	$2,700,000	$900,000	$3,600,000
34731(04)	City of Tulsa	71st St &S Sheridan Intersection	$2,900,000	$730,000	$3,630,000
35719(04)	City of Tulsa	Lewis Ave: Pine Street to Admiral Ave	$750,000	$320,000	$1,070,000
35719(04)	City of Tulsa	Pine Street: Peoria Ave to Lewis Ave	$750,000	$320,000	$1,070,000
35724(04)	City of Tulsa	Peoria Ave: Pine to Admiral & Pine St: Lewis to Harvard	$2,880,000	$960,000	$3,840,000
36449(04)	City of Tulsa	11th: Utica to Lewis Rehabilitation	$2,800,000	$1,160,000	$3,960,000
36451(04)	City of Tulsa	Mingo Rd: 61st to 71st Rehabilitation	$3,000,000	$1,240,000	$4,240,000
36595(04)	City of Tulsa	Pine Street & Pine Street/Mingo Intersection	$1,817,243	$454,311	$2,271,554
38922(04)	City of Tulsa	MLK Jr Blvd from Pine to 36th St and 46th St to 56th St	$3,983,618	$2,800,000	$6,783,618
38923(04)	City of Tulsa	E 11th St, E 21st St, E 31st St - System preservation	$3,668,129	$2,000,000	$5,668,129
38924(04)	City of Tulsa	S Harvard Ave from 61st to 71st	$1,520,473	$380,118	$1,900,591
30885(04)	Tulsa County	E 51st Street South: 161st E Ave to 177th E Ave	$4,672,500	$1,557,500	$6,230,000
35938(04)	Tulsa County	101st South and Garnett Road Intersection	$750,000	$2,918,500	$3,668,500
35939(04)	Tulsa County	76th Street N: Starting West of Sheridan to Mingo	$429,502	$107,376	$536,878
36240(04)	Tulsa County	101st Street S and Mingo Rd	$3,000,000	$1,130,350	$4,130,350
36940(04)	Tulsa County	West 21st Street: From Hwy 344 to 23rd St	$1,542,400	$514,530	$2,056,930
38926(04)	Tulsa County	S 33rd W Ave from 61st to 101st St	$1,578,880	$394,720	$1,973,600
38927(04)	Tulsa County	E 56th St Bridge rehabilitation	$480,080	$120,020	$600,100
29395(08)(09)	Wagoner County	101st St From 217th to 241st St	$3,560,000	$2,452,359	$6,012,359
29395(08)(09)	Wagoner County	101st Street: 209th E Ave to Oneta Rd/SH-51		$1,897,641	$1,897,641
38928(04)	Wagoner County	273rd E Ave from 71st St to 101st St	$663,420	$5,511,950	$6,175,370
			$112,165,301	**$82,205,511**	**$194,370,811**

INCOG Regional Transportation Enhancement (TE) Program & Transportation Alternatives Program (TAP) Comprehensive List of Projects

ODOT JP No.	Sponsor of Project	Location	Federal	Local/Other Funding	Total
34066(04)	City of Broken Arrow	Broken Arrow Creek Trail Phase II	$1,275,838	$321,528	$1,597,367
35445(04)	City of Broken Arrow	Hawk Beacons and Sidewalk/Sidepath	$857,802	$285,934	$1,143,736
38101(04)	City of Broken Arrow	Oak Ave Bike Route & Florence Street HAWK Pedestrian Signal	$765,000	$255,000	$1,020,000
38657(04)	City of Broken Arrow	Sidewalk on New Orleans St (101st St)	$670,000	$170,000	$840,000
38076(04)	City of Catoosa	Trail from Rodgers Sports Complex to Apt. Trail under Rt. 66	$614,897	$153,724	$768,621
38031(04)	City of Collinsville	SRTP 19th St: From Hwy 20 to Veterans	$1,164,867	$291,217	$1,456,084
38103(04)(05)	City of Collinsville	SRTS/Herald Elementary & ECDC 8' Sidepath	$558,000	$139,500	$697,500
38117(04)	Downtown Tulsa Partnership	Downtown Denver Ave Corridor Design: 1st St to 8th St	$622,944	$155,736	$778,680
28845(04)	City of Glenpool	Bicycle/Pedestrian Sidewalk Expansion	$550,800	$137,700	$688,500
38028(04)	City of Glenpool	SRTS on Warrior Rd: 146th to 141st St	$479,680	$119,920	$599,600
38104(04)	City of Glenpool	SRTS and SRTP project: Black and Gold Park	$962,208	$240,552	$1,202,760
38104(05)	City of Glenpool	SRTS and SRTP project: Black and Gold Park	$124,635	$31,159	$155,794
38766(04)	City of Glenpool	141st St - Sidewalks, signage and lighting network	$1,500,974	$375,243	$1,876,217
38106(04)	City of Jenks	Aquarium Drive and Elm St Trail Improvements	$719,444	$179,861	$899,305
38768(04)	City of Owasso	Owasso sidewalk connectivity (several locations)	$484,508	$170,232	$654,740
35458(04)	River Parks Authority	Eagle Preserve Trail	$460,285	$115,071	$575,356
34067(04)	City of Sand Springs	81st W Ave Connector Trail	$750,000	$530,661	$1,280,661
38109(04)	City of Sapulpa P&R	Bivens Creek Bridge Restoration	$400,000	$100,111	$500,111
38024(04)	City of Skiatook	Sidewalks on W.C. Rogers Blvd: B St to E St	$929,242	$269,780	$1,199,022
33036(04)	City of Tulsa	Mingo Valley Trail 51st to 61st Street	$500,000	$420,000	$920,000
34065(04)	City of Tulsa	Mingo Creek Trail I-244 to Pine Street	$750,000	$740,000	$1,490,000
35488(04)(05)	City of Tulsa	ADA & Memorial	$615,000	$205,000	$820,000
35933(04)	City of Tulsa	Vensel Creek River Trail	$107,193	$26,798	$133,991
35934(04)	City of Tulsa	SRTS & RRFB's	$550,000	$180,000	$730,000
38111(04)	City of Tulsa	RPA Trail: 103rd to 110th St	$1,000,000	$1,504,659	$2,504,659
38111(05)	City of Tulsa	RPA Trail: 103rd to 110th St	$225,900	$56,475	$282,375
38619(04)	City of Tulsa	Trail on Riverside Parkway: 116th to Cousins Park	$1,200,000	$1,087,386	$2,287,386
38621(04)	City of Tulsa	Trail on Riverside Parkway: 110th St to 116th St	$1,200,000	$1,760,294	$2,960,294
38760(04)	City of Tulsa	Skelly Trail Phase 1 along I-44 Corridor	$1,150,000	$315,426	$1,465,426
38761(04)	City of Tulsa	7 RRFB's for safety at various locations	$515,000	$148,975	$663,975
38763(04)	City of Tulsa	Flat Rock Creek Trail	$1,500,000	$451,623	$1,951,623
38113(04)	City of Tulsa P&R	Osage Prairie Trail & Midland Valley Wayfinding	$272,000	$68,000	$340,000
35484(04)	Tulsa County	Safe Route to Park	$383,070	$297,547	$680,617
35484(05)	Tulsa County	Safe Route to Park	$64,913	$21,638	$86,550
38033(04)	Tulsa County/Turley	SRTP: Sidepath from 56th St N to N. Memorial	$1,036,800	$115,200	$1,152,000
38116(04)	Tulsa Public Schools	SRTS/Safety First Initiative	$1,000,000	$248,000	$1,248,000
			$25,961,000	**$11,689,951**	**$37,650,951**

Congestion Mitigation and Air Quality (CMAQ) FFY 2022 - 2025 Projects

ODOT JP No.	Sponsor of Project	FFY	Project Description	Federal Funding	Local Match	Total
19017(19)	Broken Arrow Public Schools	2025	Propane Fueling Station and fuel management system	$116,979	$29,245	$146,224
19017(17)	Broken Arrow Public Schools	2025	Alternative Fuel Buses	$125,000	$700,000	$825,000
19017(19)	City of Tulsa	2025	Electric Vehicles and Charging Infrastructure	$350,098	$285,054	$635,152
19017(17)	Metropolitan Tulsa Transit Authority - MTTA	2025	Electric Vehicles and Charging Infrastructure	$409,828	$278,316	$688,144
19017(18)	Rogers County	2025	Electric Charging Infrastructure	$378,939	$94,735	$473,674
19017(18)	Rogers County	2025	Electric Vehicles and Charging Infrastructure	$410,909	$166,177	$577,086
19017(19)	Tulsa County	2025	Sidewalk Improvements W 41st St - S 61st W Ave to 57th W Ave	$144,092	$36,023	$180,115
				$1,935,845	**$1,589,550**	**$3,525,395**

Carbon Reduction Program FFY 2022-25 Projects

ODOT JP No.	Sponsor of Project	Location	Federal	Local/Other Funding	Total
38765(04)	City of Bixby	Side Path 121st and Mingo to 106th	$430,780	$143,594	$574,374
38762(04)	City of Broken Arrow	Shared use path 9th St from Omaha St to Albany St	$1,600,000	$400,000	$2,000,000
38767(04)	City of Broken Arrow	Shared use path 1st Pl to 9th St	$1,600,000	$460,000	$2,060,000
38770(04)	City of Collinsville	Broadway St sidewalk	$524,517	$131,129	$655,646
38771(04)	City of Jenks	N 5th St sidewalk extension	$440,981	$110,245	$551,226
38772(04)	City of Jenks	Parkwest Trail extension	$817,703	$204,426	$1,022,129
38773(04)	City of Owasso	SRTS and Parks (several locations)	$872,715	$306,630	$1,179,345
38764(04)	City of Sapulpa	Sidewalks, Crosswalks and Ped Flashing Beacons	$400,747	$100,187	$500,934
38774(04)	City of Sapulpa	Alley Phase 3 and Downtown Sidewalks	$1,296,422	$324,106	$1,620,528
36933(04)	City of Sand Springs	Side path along Wekiwa Rd (11th St)	$503,832	$125,958	$629,790
36933(05)	City of Sand Springs	Side path along Wekiwa Rd (11th St)	$68,356	$17,089	$85,445
38775(04)	Tulsa County	Osage Prairie Trail resurfacing from 56th St N six miles	$851,608	$212,902	$1,064,510
38914(04)	Tulsa County	Tulsa County expressway lighting conv to LED's	$360,256	$90,064	$450,320
			$9,767,917	**$2,626,330**	**$12,394,247**

Section 5310 Program FFY 2024 Projects

Operator	Description	Federal	Local	Total
1. A New Leaf	Operating and Capital projects including: (two non ADA vehicles)	$345,962	$293,426	$639,388
2. Rogers County Adult Day Center	Operating and Capital projects including: (ADA vehicle)	$117,982	$48,097	$166,079
3. Bridges Foundation	Operating	$30,000	$30,000	$60,000
4. KiBois	Three ADA Vehicles	$280,500	$49,500	$330,000
5. Morton Comprehensive Health Services	ADA Vehicle	$70,468	$12,383	$82,851
6. Blessings to Share	Service contract for Adults with Intellectual and Developmental Disabilities	$24,000	$6,000	$30,000
7. Life Senior Services	Capital Maintenance	$3,904	$780.80	$4,685
8. INCOG	INCOG Program Aministration	$96,980	0	$96,980
Total		**$969,796**	**$440,187**	**$1,409,983**

Section 5310 Program FFY 2025 Projects

Operator	Description	Federal	Local	Total
1. Life Senior Services	Capital Maintenance and vehicle purchases including: (two ADA vehicles)	$266,142	$48,051.20	$314,193
2. Gatesway Foundation	Operating and Capital Maintenance projects	$163,458	$160,798	$324,256
3. MODUS	Operating, Capital Maintenance and Capital purchasing projects including: (an ADA vehicle)	$161,580	$99,870	$261,450
4. Blessings to Share	Operating	$5,000	$5,000	$10,000
5. KiBois	Operating and Capital Maintenance projects	$122,153	$102,135	$224,288
6. Domestic Violence Intervention Services	ADA Vehicle	$67,911	$11,984	$79,895
7. Veterans Ride Connect	Veterans Trips - Contract	$68,000	$17,000	$85,000
8. Youth Services of Tulsa	Service Contract for at-risk teens and Youth with Significant mental and physical health issues	$19,200	$4,800	$24,000
9. INCOG	INCOG Program Aministration	$97,049	0	$97,049
Total		**$970,493**	**$449,638**	**$1,420,131**

FFY 2025 Metropolitan Tulsa Transit Authority (MTTA) Projects

County	Sec	FFY Apport	Mode	Desc.	FTA	Local	Total
Tulsa	5307	2024	Transit	Preventive Maintenance	$3,252,923	$813,231	$4,066,154
Tulsa	5307	2024	Transit	Operations	$3,961,304	$3,961,304	$7,922,608
Tulsa	5307	2024	Transit	Leases/Audit Services	$112,000	$28,000	$140,000
Tulsa	5307	2024	Transit	Planning	$1,293,000	$323,252	$1,616,252
Tulsa	5307	2024	Transit	Capital Office Assets & Technology Infrastructure	$947,401	$199,994	$1,147,395
Tusa	5307	2024	Transit	Safety	$73,028	$17,132	$90,160
Tusa	5307	2024	Transit	Security	$97,370	$22,842	$120,212
					$9,737,026	**$5,365,755**	**$15,102,781**

FFY 2026-29 Metropolitan Tulsa Transit Authority (MTTA) Comprehensive List of Projects

FFY Obligated	Sponsor	Sec.	FED Apport Year	Purpose	CATEGORY	Federal	Local	Total
2026	MTTA	5307	2022	Partial FY22 5339 Appor	Capital, Operating, Prev. Maint., Planning, Safety, Security, Leases, Audit	$974,921	$243,731	$1,218,652
2026	MTTA	5339	2023	Full FY23 5339 Apport.	Bus Replacement,Bus addition, Passenger Amentities, Bus Stop Replacement, Maintenance Facility rehabilitation	$745,290	$186,323	$931,613
2026	MTTA	5307	2024	Full FY24 5307 Apport.	Capital, Operating, Prev. Maint., Planning, Safety, Security, Leases, Audit	$9,737,026	$5,365,755	$15,102,781
2027	MTTA	5339	2024	Full FY24 5339 Apport.	Bus Replacement,Bus addition, Passenger Amentities, Bus Stop Replacement, Maintenance Facility rehabilitation	$801,485	$200,372	$1,001,857
2026	MTTA	5307	2025	Full FY25 5307 Apport.	Capital, Operating, Prev. Maint., Planning, Safety, Security, Leases, Audit	$10,062,796	$5,560,380	$15,623,176
2027	MTTA	5339	2025	Full FY25 5339 Apport.	Bus Replacement,Bus addition, Passenger Amentities, Bus Stop Replacement, Maintenance Facility rehabilitation	$840,551	$210,138	$1,050,689
2026	MTTA	5339	2024	Full FY25 5339 Apport.	RAISE Route 66 BRT	$12,728,889	$3,182,225	$15,911,114
2027	MTTA	5307	2026	Full FY25 5307 Apport.	Capital, Operating, Prev. Maint., Planning, Safety, Security, Leases, Audit	$10,062,796	$5,560,380	$15,623,176
2027	MTTA	5339	2026	Full FY25 5339 Apport.	Bus Replacement,Bus addition, Passenger Amentities, Bus Stop Replacement, Maintenance Facility rehabilitation	$840,551	$210,138	$1,050,689
2028	MTTA	5307	2027	Full FY25 5307 Apport.	Capital, Operating, Prev. Maint., Planning, Safety, Security, Leases, Audit	$10,062,796	$5,560,380	$15,623,176
2028	MTTA	5339	2027	Full FY25 5339 Apport.	Bus Replacement,Bus addition, Passenger Amentities, Bus Stop Replacement, Maintenance Facility rehabilitation	$840,551	$210,138	$1,050,689
2029	MTTA	5307	2028	Full FY25 5307 Apport.	Capital, Operating, Prev. Maint., Planning, Safety, Security, Leases, Audit	$10,062,796	$5,560,380	$15,623,176
2029	MTTA	5339	2028	Full FY25 5339 Apport.	Bus Replacement,Bus addition, Passenger Amentities, Bus Stop Replacement, Maintenance Facility rehabilitation	$840,551	$210,138	$1,050,689
						$68,600,999	**$32,260,478**	**$100,861,477**

Glossary of Terms and Acronyms

ADA	Americans with Disabilities Act
BHFY	Federal Bridge Rehabilitation on collector street or greater
BHIY	Federal Bridge Rehabilitation on Interstate
BOD	Board of Directors
BRFY	Federal Bridge Replacement on collector street or greater
BRO-C	Bridge Replacement on County Roads
CMAQ	Congestion Mitigation and Air Quality
DPI	Federal-Aid Demonstration Project
EH	Transportation Enhancement
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IMY	Interstate Maintenance
IMG	Interstate Maintenance Safety
INCOG	Indian Nations Council of Governments
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
PL	Metropolitan Planning Program
SEC	5303 Metropolitan Planning for Transit
SEC	5307 Urban Area Formula Program for Transit
SEC	5309 Capital Program for Transit
SEC	5310 Capital Program for Transit serving the elderly/disabled
SFY	State Fiscal Year
SH	State Highway designation
STIP	Statewide Transportation Improvement Program
TTC	Transportation Technical Committee
TPC	Technical Policy Committee