

Preliminary
Transportation Improvement Program
for the OCARTS
Transportation Management Area

FFY 2017 - FFY 2020
(October 1, 2016 - September 30, 2020)



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INTRODUCTION

Background

The Transportation Improvement Program (TIP) is a cooperatively developed four-year program outlining multimodal transportation improvements and services to be implemented within the Oklahoma City Area Regional Transportation Study (OCARTS) area.

Federal law requires that all Metropolitan Planning Organizations (MPOs) prepare a TIP for their designated region. The Fixing America's Surface Transportation (FAST) Act is the most recent law establishing federal transportation policy and funding authorizations. Under this legislation, the Association of Central Oklahoma Governments (ACOG), in its role as the MPO, is responsible for preparing the regional Transportation Improvement Program (TIP) in cooperation with the state department of transportation, transit operators and local governments.

Although federal regulations require the TIP be updated at least every four years and cover a minimum four-year period, ACOG produces a new TIP every other year and outlines federal transportation expenditures for the subsequent four-year period. This document is prepared under the guidance of the Intermodal Transportation Technical and Policy Committees, and is submitted to the Governor, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) through the Oklahoma Department of Transportation (ODOT).

Capital and non-capital projects funded by the Federal Transit Administration, the Federal Highway Administration, and the Federal Aviation Administration are required to be listed in the TIP to be eligible for obligation of federal funds. Projects designated for each year of the TIP are expected to be ready for obligation of federal funds within the year listed. Other state, county, and locally funded projects may also be included in the TIP for informational purposes.

TIP Purpose and Scope

The TIP is intended to fulfill the following purposes:

- To serve as a short-range implementation tool to achieve compliance with the goals of the regional long-range transportation plan.
- 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 estimate the costs of projects proposed for federal funding. The total federal share of project costs is to be consistent with the federal funds reasonably anticipated to be available for such projects in the 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.

Prioritization of Projects

This TIP includes a listing of projects for FFY 2017, 2018, 2019 and 2020. Those projects included in FFY 2017 are considered to be of the highest priority and most ready for implementation. This means that local matching funds have been identified, environmental review and site preparation for construction projects have been, or will be, accomplished within the funding period, and the project is anticipated to result in the obligation of federal funds during FFY 2017. Projects for future implementation and of lesser readiness are those identified in the subsequent fiscal years. The projects included in this TIP represent the priorities of the Metropolitan Planning Organization for implementation within the OCARTS area. All projects included in the TIP are consistent with the region's Metropolitan Transportation Plan, Encompass 2035, adopted on April 28, 2011, and the Oklahoma Long-Range Transportation Plan 2015-2040, approved August 2015.

Program Boundary

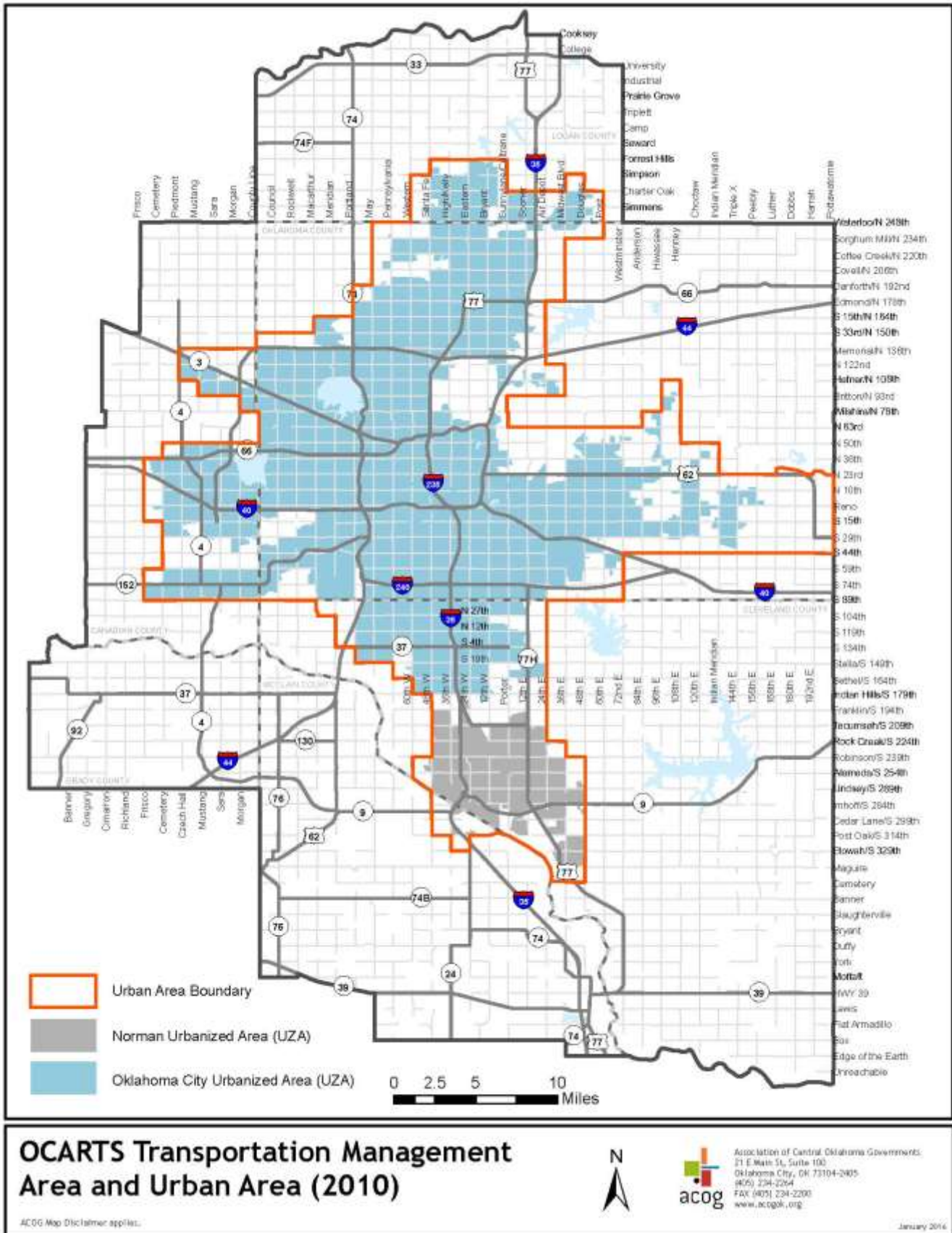
The geographic area covered by the TIP is coterminous with the metropolitan planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area. The OCARTS area includes approximately 2,085 square miles, which encompasses all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties¹. The OCARTS area is also designated as the Transportation Management Area (TMA) for the Oklahoma City metropolitan region.

Beginning with the 2000 census and continuing with the 2010 census, the U.S. Census Bureau delineated two urbanized areas (UZAs) within the OCARTS TMA—the Oklahoma City UZA and Norman UZA. Sec. 6016 of the FAST Act attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes. These boundaries are important because they directly impact the amount of funding that is suballocated to the MPO for project selection. Only UZAs with a population of at least 200,000 receive suballocated federal funds under certain FHWA programs, which the Norman UZA would not qualify for on its own. However, the FTA does distribute funding to designated recipients for both large and small urbanized areas.

[Figure 1](#) reflects the latest geography of the Oklahoma City and Norman urbanized areas, as well as the adjusted, or “smoothed”, urban area boundary (UAB) within the OCARTS TMA.

¹ The Intermodal Transportation Policy Committee approved the current OCARTS area boundary on February 28, 2002, which added 395 square miles in McClain and Cleveland Counties.

Figure 1: OCARTS Transportation Management Area and Urban Area



Program Revisions

Projects included in the TIP may be considered for amendment or revision. Such amendments may not exceed the federal, state and local funds anticipated to be available in order to maintain the FAST Act financial constraint requirement for the TIP. Modifications to the TIP requested by OCARTS area communities or other implementing agencies must have the approval of the ITPC, which conducts a public hearing prior to final action. 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).

Air Quality and Conformance with SIP

The impact of transportation on Central Oklahoma's quality air is a component of ACOG'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 ACOG is not a regulatory body and has no enforcement capabilities, 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 Central Oklahoma.

In October 2015, EPA revised the primary and secondary ozone standard levels from 0.075 parts per million (ppm) to 0.070 ppm, and retained their indicators (O₃), forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). The new standards have been challenged in court by a number of states and industry groups which could possibly delay or suspend the new standards. Prior to these challenges, EPA had projected final designations and classifications to be determined by October 2017.

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

More information about Central Oklahoma's air quality status and the region's efforts to remain in attainment with the National Ambient Air Quality Standards can be found online at www.acogok.org.

Title VI and Environmental Justice

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The Environmental Justice (EJ) Orders (1997) further amplify Title VI by providing that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

Compliance with Title VI and the EJ Orders among recipients of Federal Highway and Federal Transit Administration funds is a priority of the U.S. Department of Transportation that is evaluated during metropolitan and transit authority certification reviews and review of the Statewide TIP.

In compliance with FTA Circular 4702.1B, the Central Oklahoma Transportation and Parking Authority (COTPA) and Cleveland Area Rapid Transit (CART) jointly prepare triennial Title VI reports

documenting that transit services and amenities are provided within the region in a nondiscriminatory manner. ACOG's Title VI Plan further documents that the MPO planning process, including information dissemination and participation in the decision-making process, is conducted in a nondiscriminatory fashion.

Projects included in this TIP represent a balance between transportation needs and anticipated funding. Projects are generally dispersed throughout the OCARTS area, and different improvements affecting different locations are identified each time a new TIP is prepared. Impacts on various socioeconomic groups from large projects that address transportation corridors or modes are generally determined through special planning studies or environmental processes prior to inclusion in the TIP and STIP. Smaller projects to improve the capacity or safety of the existing street network, the transit system or area airports are not anticipated to have a disproportionate impact on any particular segment of the region's population.

Performance Management

The FAST Act and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21), require that states and MPOs conduct performance-based planning. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. The legislation requires the U.S. Department of Transportation, in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas:

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

The TIP, as well as the Metropolitan Transportation Plan (MTP), are required to address the region's established performance measures. Guidelines for several of the federal requirements are still under development, as are specific performance measures and targets for the OCARTS area. As these are more fully developed, performance-based planning will be integrated into the MPO's processes for MTP and TIP project selection.

Public Involvement

ACOG's public participation goals and strategies are outlined in its Public Participation Plan. This document acts as a framework from which to guide the public participation process in transportation planning, including development of the TIP.

In developing this TIP, the MPO provided citizens, affected public agencies, local governments, public and private transportation providers, goods movement providers, and other interested parties with a reasonable opportunity to provide input and to comment on the proposed program. Opportunities for review and comment on the proposed TIP were announced through articles and notices published in metro area newspapers, ACOG's e-newsletter, *Perspective on Central Oklahoma*, and public meetings/hearings held by the Intermodal Transportation Technical Committee (ITTC) and the Intermodal Transportation Policy Committee (ITPC).

Notices of public hearing were published in local newspapers advising the public of the availability of the preliminary and final versions of the FFY 2017-2020 OCARTS area TIP. Notices included information on the time frame for submitting written comments and the date, time and location that the TIP would be considered by the Intermodal Transportation Policy Committee. In addition, notification was provided via the ACOG website, a media release, and ACOG's social media suite.

Appendix A includes documentation of the MPO's public outreach efforts associated with this TIP. The final TIP and subsequent amendments will be available on ACOG's website.

Comments on this TIP from the public, committee members, or any local organization, whether positive or negative, are handled in the following manner:

- All comments are requested to be put in writing and provided to the MPO.
- Comments concerning specific projects or proposals are forwarded to the sponsoring agency or jurisdiction.
- A copy or summaries of substantive comments are provided to the ITTC and ITPC during their regular meetings for their evaluation.
- A written response is provided to the individual or organization concerning recommendations or decisions arising from the ITPC meeting or the sponsoring entity, as appropriate.
- Copies of all comments received on the preliminary TIP are included in the final document.

OVERVIEW OF PROGRAM ELEMENTS

Street and Highway Element

The Street and Highway Element of the TIP includes transportation improvements submitted by cities and counties located within the OCARTS area, as well as projects recommended for funding within the OCARTS area by the Oklahoma Department of Transportation (ODOT). Funding for these projects will utilize a variety of federal funding categories administered by the Federal Highway Administration. Each of the Street and Highway Element projects represent short-range priorities that are located on the Federal Functional Classification System and are consistent with the region's long-range transportation plan, *Encompass 2035*, and the Oklahoma Long-Range Transportation Plan. *Encompass 2035* was adopted by the MPO on April 28, 2011, and is incorporated by reference into the statewide plan, which was adopted by the Oklahoma Transportation Commission in August 2015.

Street and Highway Element projects include construction, maintenance, and transportation system management (TSM) activities that will impact the regional network. Numerous TSM projects are included in the TIP, which are intended to enhance the efficiency of the existing street network. Examples of these activities include traffic signalization, signal coordination, safety improvements, and intersection redesign. Other improvements involve the widening of streets and bridges, thus increasing capacity to meet travel demand, increase safety, and reduce congestion. Also included in this element is the identification of roadway projects that will include sidewalks and/or bicycle paths. Specific information about the Street and Highway Element projects proposed for implementation during FFY 2017-FFY 2020 is provided in Chapter 3 of this document.

Transit Element

Transit services within the OCARTS area include the urban area bus systems operated by the Central Oklahoma Transportation and Parking Authority (COTPA), a trust of the City of Oklahoma City; the University of Oklahoma, Transit Services Division; the City of Edmond, operated by McDonald Transit; the Elderly and Persons with Disabilities Program, administered by the Oklahoma Department of Human Services, Aging Services Division; and the Rural Area Formula Program, administered by the Oklahoma Department of Transportation, Transit Programs Division. These services are funded by the Federal Transit Administration, local funds and the ODOT Public Transit Revolving Fund.

Section 5307- Urban Area Transit Services

COTPA provides public transportation through its bus system known as EMBARK. The COTPA system includes 19 local routes, an express route to Norman, four evening routes, and Saturday service on most routes. There is no Sunday service. COTPA also operates shuttles at the OU Health Sciences Center campus in Oklahoma City.

The OU Transit Services bus system is known as Cleveland Area Rapid Transit (CART). The Norman system includes ten local routes serving the OU campus and a large portion of the City of Norman's urban area and an express route to Oklahoma City.

The City of Edmond provides public transportation through a bus system known as Citylink. The system includes five local routes and an express route to and from Oklahoma City. Citylink receives some FTA Section 5307 funds as a subrecipient to COTPA.

Each of the urban area transit operators also provide paratransit service within $\frac{3}{4}$ mile of their fixed routes as required by the federal rules, with CART providing paratransit service throughout the City of Norman. In FFY 2015, the average weekday bus ridership of all three systems combined was 17,266.

Other Special Transportation Services

In addition to the fixed route services described above, COTPA participates in a variety of transit services for the elderly and mobility impaired. These include:

- **METRO-Lift** – demand-responsive service for mobility impaired persons, serving the greater Oklahoma City area.
- **Share-A-Fare** – reduced cost taxi fares for the elderly and persons with disabilities, which operates 24 hours a day, seven days a week, in coordination with local taxi companies.
- **Discount Bus Program** – half-fare bus service available to persons 60 years of age and older and to persons with disabilities.
- **STEP (Supplemental Transportation for Elderly Persons) Shopping Shuttle** – donation based van service to designated grocery stores for persons 60 years of age and older. The service is underwritten by the Areawide Aging Agency and COTPA.
- **Congregate Meal Transportation** – a donation based transportation service for the senior nutrition project of the Areawide Aging Agency, serving persons 60 years of age and older and persons with disabilities. Funding is provided by the Areawide Aging Agency and COTPA.
- **Interim** – free, one-time demand-responsive taxi service available to the elderly and disabled for essential trips only, when they are unable to secure transportation from any other source. COTPA contracts with the local taxi company to provide the service, which is financed in part by the Areawide Aging Agency and COTPA.
- **Daily Living Center** – a round-trip, door-to-door transportation service for older adults and persons with disabilities to the Daily Living Center, an adult day care center.
- **Helpline** – taxi service for emergency or medical related transportation needs of the homeless operated through a contract with a local taxi company and underwritten by the City of Oklahoma City and COTPA.
- **RSVP (Retired Senior Volunteer Program)** – senior volunteer drivers provide transportation to medical appointments for low and moderate income seniors, using private vehicles, with mileage reimbursement provided by the Areawide Aging Agency.
- **Senior Companion Program** – able volunteer seniors are matched with frail elderly persons to help provide meals, companionship, assist with housekeeping, and other services. A van transports the volunteers from their residences to the residences of the elderly.

CART's transit services to the elderly and mobility impaired include:

- **CARTaccess** – origin-to-destination service for individuals who, because of disability, are unable to ride the fixed route buses. CARTaccess vans operate the same hours as fixed route service, and are available within the entire city limits of Norman.
- **Discount Bus Program** – half-fare bus service available to persons 60 years of age and older, persons with disabilities, Medicare cardholders, and ADA cardholders.
- **Social Security Route** – a shuttle every Tuesday and Friday offering transportation from Norman to the Social Security Administration in Moore. This shuttle is open to all.

Citylink's special transportation services include:

- **CAPS (Citylink Access Paratransit Service)** – free curb-to-curb service that allows disabled residents rides from Citylink to appointments within Edmond city limits. CAPS service operates Monday through Saturday.
- **Free Service** – All Citylink service is free for anyone who wishes to ride.

Section 5310- Elderly and Persons with Disabilities Program

In addition to the transportation services available to the elderly and persons with disabilities provided through COTPA, CART and Citylink, numerous organizations operate wheelchair accessible vehicles under 49 U.S.C., Section 5310. The Section 5310 program gives private, non-profit organizations the opportunity to purchase vehicles, with federal assistance, to transport elderly and disabled clients to meet their everyday needs, including transportation to work, medical appointments, shopping and recreation. Other eligible applicants for these funds can include public bodies approved by the State to coordinate services for elderly persons and persons with disabilities, and public bodies that certify to the Governor that no non-profit corporations or associations are readily available in their area to provide service to meet the special needs of the elderly and disabled.

The Section 5310 funds pay for 85 percent of the capital cost of a wheelchair accessible vehicle (80 percent for non-accessible vehicles), with the local match, operation and maintenance paid for by the sponsoring organization.

The Department of Human Services, Aging Services Division, administers this program, and advises the MPO annually of eligible applications received within the OCARTS area. The TIP includes a line item for Sec. 5310 projects, and specific projects are reflected later when more complete information is known.

Cooperation and coordination among Sec. 5310 operators is encouraged so that the maximum number of patrons can be served.

Section 5311 – Public Transportation Program for Non-Urbanized Areas

The Section 5311 Rural Area Formula Program is administered by the Transit Programs Division of the Oklahoma Department of Transportation, which is charged with providing an equitable distribution of funds throughout the State for the administration of public transportation services in non-urbanized areas. There are currently 19 agencies providing rural public transportation services in 72 counties within Oklahoma.

Section 5311 funds are provided by the Federal Transit Administration (FTA) for the purchase of capital equipment, administration and operation of the rural transit systems. Rural operators may receive up to 80 percent reimbursement for capital and administrative expenses, and a 50 percent reimbursement for their net operating deficit. Capital expenditures associated with compliance with the Americans with Disabilities Act and the Clean Air Act, as amended, may receive a 90 percent federal share. The local share is provided by the operating agencies receiving the FTA assistance.

In the OCARTS area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as the First Capital Trolley and to Delta Transit in the southern portion of the region. However, only a portion (approximately 25 percent) of Delta Transit's service is provided within the OCARTS area.

Airport Element

The OCARTS area contains seven public airports. Most are partially funded through the Federal Aviation Administration. These airports serve a variety of air travel needs ranging from international to regional in scale. Three airports are located in the City of Oklahoma City and include Will Rogers World Airport, Wiley Post Airport and Clarence E. Page Airport. The Oklahoma City Airport Trust oversees operation of these airports, with administrative staff provided by the Oklahoma City Department of Airports. An Airport System Plan guides planning and programming of transportation improvements at these facilities.

Max Westheimer Airport is located in the City of Norman and is operated by the University of Oklahoma. The Cities of Guthrie and Edmond signed an agreement in June 2004 to collaborate on the operation and funding of the Guthrie-Edmond Regional Airport, located in Guthrie. Prior to that agreement, the former Guthrie Airport was operated solely by the City of Guthrie. Finally, the Town of Goldsby operates the David J. Perry Airport and the City of Purcell operates the Purcell Municipal Airport located with their jurisdictions.

STREET AND HIGHWAY ELEMENT

The Street and Highway Element of this Transportation Improvement Program includes specific projects that will be implemented by various OCARTS area cities and counties and the Oklahoma Department of Transportation during the FFY 2017-2020 short-range planning period.

The improvements that are reflected for FFY 2017 represent the region's highest priorities for enhancing the OCARTS street and highway network. These projects are generally in the design phase, and thus have the greatest level of commitment from the sponsoring entities and the greatest probability of being implemented with federal and local funding resources. Federal rules require that the costs of projects listed in each metropolitan area's TIP are consistent with the federal, state and local funds expected to be available to the area. This TIP is based upon the latest available project cost estimates and revenue expectations.

OCARTS Area Projects Funded from Previous TIPs

The previous OCARTS Area TIP covered FFY 2015-2018. Table 1 includes Street and Highway Element projects that were reflected in the previous TIP and funded during FFY 2015. These OCARTS area improvements represent a total expenditure of \$120.6 million. This includes federal, state, and local funds spent on streets eligible for Federal aid and those portions of the State Highway System (interstates, U.S. highways, and state highways) located within the OCARTS area. [Figure 2](#) identifies the locations of the major improvements reflected in Table 1.

Street and Highway Element Funding Sources

Several categories of federal funding are available for implementing the Street and Highway Element of the TIP. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act). The FAST Act builds on the changes made by MAP-21. The FAST Act funds surface transportation programs for federal fiscal years (FFY) 2016 through 2020. It is the first transportation law enacted in a decade that provides long-term funding certainty for surface transportation.

The new law maintained (with modification) the core highway formula programs and added a new National Highway Freight Program, as described below:

- National Highway Performance Program (NHPP)
 - *Created under MAP-21, this program combined the former National Highway System, Interstate Maintenance, and Highway Bridge Programs*
- Surface Transportation Block Grant Program (STBG)
 - *Name changed to add the words "Block Grant"*
 - *Continues all prior STP eligibilities*
 - *Transportation Alternatives Program eliminated and replaced with a set-aside of STBG program funding*
 - *Maintains Recreation Trails Program set-aside*

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program (set-aside from HSIP)
- National Highway Freight Program
 - *New program to improve the efficient movement of freight on the National Highway Freight Network*

Some of these funding sources may also be used for bicycle and pedestrian pathways, as alternatives to vehicle travel, and some are “flexible,” meaning they can be used for eligible transit activities. Funding apportionments under these programs are made available annually to the Oklahoma Department of Transportation from the Federal Highway Administration for use throughout the state.

The FAST Act calls for urbanized areas with a population greater than 200,000 to receive a formula-based suballocation of Surface Transportation Block Grant Program (STBG) funds, including the set-aside for transportation alternatives projects. The amount of funding received is based upon the population within the census-designated urbanized area. Beginning with the 2000 census and continuing with the 2010 census, the U.S. Census Bureau delineated two urbanized areas (UZAs) within the OCARTS TMA—the Oklahoma City UZA and Norman UZA. Sec. 6016 of the FAST Act attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes.

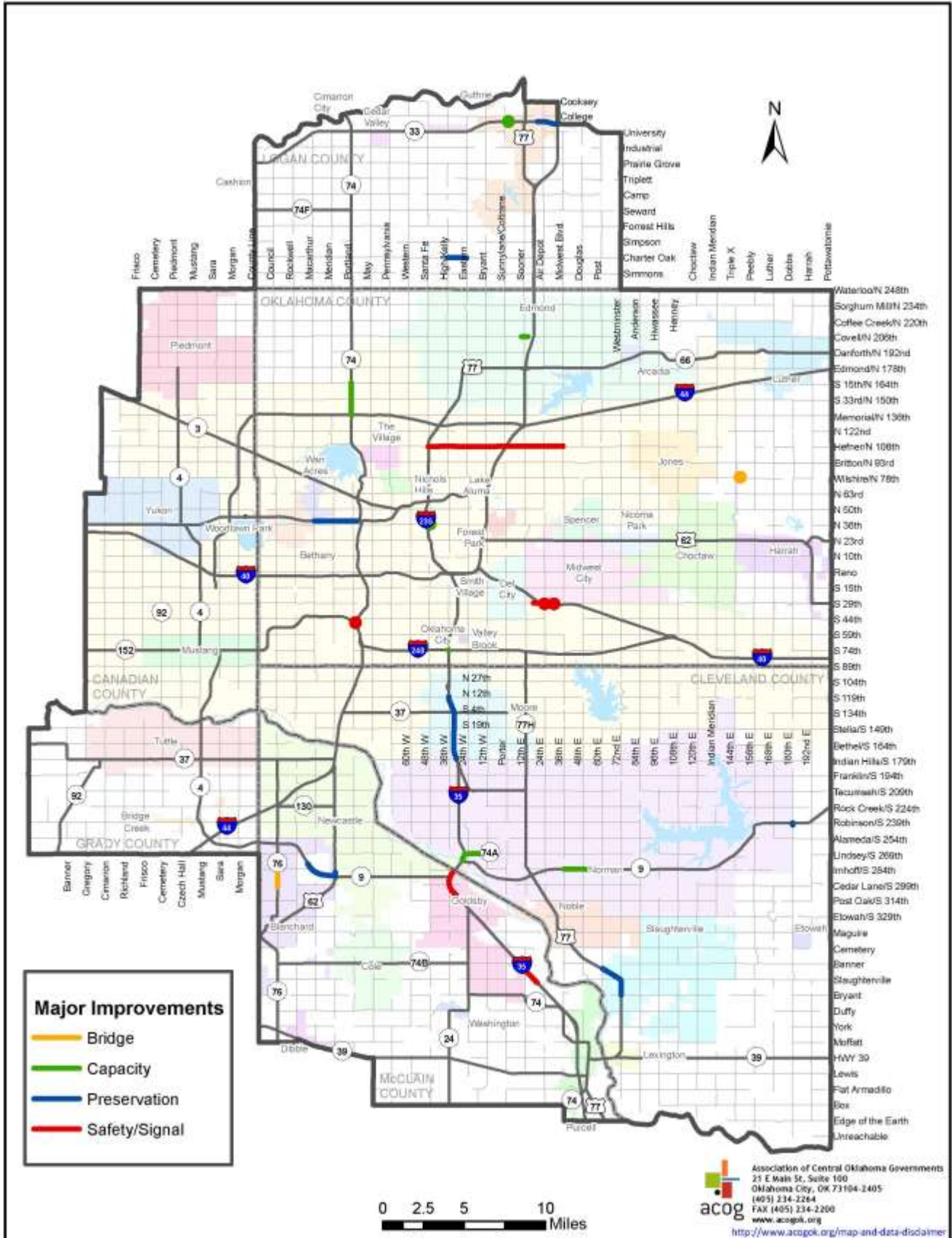
Table 1: OCARTS Area Projects Funded During FFY 2015

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Blanchard	SH-76 over Walnut Crk, 2.87 mi N of US-62 (Bridge and Approaches)	27936(04)	Jul-15	STP	2,749,640	1,178,417	3,928,058
Edmond	Boulevard, Clergen to S City Limits and I-35 Frontage Rd. 2nd to Memorial (Share-the-Road Signage/Stripe)	30213(04)	Jan-15	STP-UZA Safety	84,681	0	84,681
Edmond	Covell, Fairfax to I-35 and Covell & Sooner (Widening & Intersec. Modif., MM Paths)	30277(04)	Pending	STP-UZA	5,905,800	4,758,572	10,664,372
Guthrie	SH-33 from 11th St., ext E (ROW Clearance)	21860(09)	Mar-15	NHPP	271,627	67,907	339,534
Guthrie	SH-33, Drexel Street, ext E 1.3 miles (Pavement Rehabilitation-Concrete)	26379(04)	Oct-14	STPY	5,197,910	0	5,197,910
Logan County	Charter Oak, Kelley to Broadway (Resurface)	26645(04)	Mar-15	STP-UZA	302,303	75,576	377,879
McClain County	I-35, MM 98.5 to MM 99.5 & MM 104.5 to MM 105.5 (Cable Barrier)	31325(04)	Jun-15	HSIPIG	234,479	0	234,479
Midwest City	City wide (Update Ped. Xing Equipment,Ramps)	27738(04)	Jan-15	STP-UZA Safety	425,187	0	425,187
Midwest City	Air Depot @ SE 29th and I-40 (Intersection Modif. & Traffic Signal)	29858(04)	Mar-15	HSIPG	1,836,742	771,488	2,608,230
Midwest City Oklahoma City	I-40 @ Town Center Drive & Air Depot (MWC) I-44 @ SH-152 (OKC) (Signing & High Friction Surface)	30828(04) 30828(05)	Mar-15	HSIPG STPY	1,696,206	0	1,696,206
Moore	SH-37, Santa Fe to Bryant Ave. (Resurface)	29704(04)	Aug-15	SSR	0	1,148,734	1,148,734
Moore	I-35, from Indian Hills Rd ext. N 4.03 miles (Resurface)	30559(04)	Jul-15	SSR	0	1,123,800	1,123,800
Newcastle	US-62 from SH-9, ext. N 0.25 mi. (Resurface)	30561(04)	Feb-15	SSR	94,229	0	94,229
Newcastle	SH-9 from US-277, ext. E 1.730 mi. (Resurface)	30564(04)	Mar-15	NHPP	396,667	99,167	495,834
Norman	I-35 @ SH-9E and Lindsey St. (Interchanges)	09031(05,09)	Nov-14	NHPPIY	67,253,704	3,870,994	71,124,697
Norman	SH-9 from 36th Ave E to 72nd Ave E (Grade, Drain, Surface & Bridge)	20266(07)	May-15	STP	18,944,484	0	18,944,484
Norman	Lindsey, 24th Ave SW to Pickard Ave. (Widen to 3-4 Lanes Divided,SW & BP)	29293(04)	Pending	STP-UZA	9,727,200	12,019,200	21,746,400

Table 1 (Cont.): OCARTS Area Projects Funded During FFY 2015

Location	Project Description	Job Number	Let Date	Funding Source	Federal Share	State/Local Share	Total
Norman	180th Ave SE, SH-9 ext S 0.035 miles (Grade, Drain & Surface)	30113(04)	Oct-14	STP	108,508	48,262	156,770
Oklahoma City	I-240 @ I-35 Interchange (ROW Clearance)	09032(19)	Jun-15	NHPPI	39,725	17,025	56,750
Oklahoma City	I-235 at Intersec of N 36th and Santa Fe (Intersection Modification)	09033(51)	May-15	SSP	109,451	0	109,451
Oklahoma City	SH-74, Memorial Rd. ext N 3.181 miles (Grade, Drain, Surface & Bridge)	14964(04)	Oct-14	STPY	16,436,606	15,966,929	32,403,535
Oklahoma City	OKC Boulevard: Gaylord from Reno, ext S. OKC Boulevard & 3rd, from BNSF to NB I-35 (GDSB,BP)	17428(60,25)	Jan-15	OKC-XTWN	28,634,783	11,976,470	40,611,254
Oklahoma City	I-235/Harrison Ave. NB off ramp at N 10th St. (Relocate off ramp)	23660(04)	Jan-15	NHPPI	1,598,252	1,598,252	3,196,504
Oklahoma City	Wilshire, 4 mi N and 4 mi W of US-62/SH270 Junction (Bridge and Approaches)	27840(04)	Oct-14	STP	606,246	179,289	785,535
Oklahoma City	Hefner Rd., Broadway Ext. to MW Blvd. (Guardrails & School Zone Impr.)	29296(04)	Mar-15	STP-UZA Safety	480,823	0	480,823
Oklahoma City	I-240 at Multiple Loc. In Div. 4 (Bridge Painting)	30961(04)	Oct-14	STPY-NBIP	258,802	0	258,802
Oklahoma County	City Streets - Multiple Locations in Div. IV (Bridge Painting)	24239(05)	May-15	STP	924,984	396,422	1,321,406
Oklahoma County	US-62 at Multiple Loc. In Div. 4 (Joint Seal/Repair)	30961(05)	Oct-14	STPY	436,582	0	436,582
Purcell	I-35, 3.5 mi S of Johnson Ave, N .3 mi (Resurface)	31493(04)	Jul-15	SPRY	151,067	0	151,067
Slaughterville	US-77 from 4 mi N of SH-39 ext N 2.5 miles (Grade, Drain & Surface)	20997(07)	Nov-14	STPY	5,475,080	5,475,080	10,950,160
Warr Acres/OKC	SH-66 from 2.93 mi E of Canadian County Line, E 2.22 mi. (Resurface)	29207(04)	Jan-15	STP	673,912	168,478	842,390
Totals					78,457,514	42,201,849	120,659,364

Figure 2: Major OCARTS Improvements FFY 2015



Surface Transportation Program Urbanized Area Funds (STP-UZA)

As a Transportation Management Area, ACOG receives an annual distribution of Surface Transportation Block Grant Program (STBG) funds according to the formula outlined in the FAST Act. The amount of funding received is based on the combined populations of the Oklahoma City and Norman Urbanized Areas. These are referred to as STP-UZA funds.

Selection of STP-UZA funded projects for the TIP is performed in accordance with the MPO-adopted *Surface Transportation Program Procedures for the Oklahoma City Urbanized Area Funds*. STP-UZA project requests are evaluated and prioritized in accordance with the adopted *Criteria and Process for Evaluation of STP-UZA Projects* as part of the development (or update) of each TIP.

The evaluation process is comprised of four major components: evaluation criteria, project categories, criteria weighting, and project rating.

The seven evaluation criteria include:

1. average daily traffic
2. volume-to-capacity ratio
3. accident severity rate (based on a three year history)
4. air quality impacts
5. surface condition
6. CMP congestion corridor
7. project readiness

These criteria were chosen to represent the mobility, environmental, and social factors important to the development of an efficient transportation system and the ability of a project to be ready for letting during the fiscal year of the TIP for which it is submitted. Some of the following project categories have one or more special evaluation criteria to address their unique qualities and/or encourage multimodal projects, noted with an asterisk below.

The categories of projects included in the evaluation process are:

1. widening (including railroad/highway grade separation)*
2. new construction*
3. intersection/safety improvements
4. resurfacing, reconstruction, rehabilitation, restoration
5. bridge improvements*
6. transit, park-and-ride, high occupancy vehicle lanes
7. independent bicycle and pedestrian facilities/projects*
8. carpool/vanpool administration, other
9. safety projects (eligible for 100 percent federal funds)*

The evaluation process utilizes a system of weights to establish the relative importance of the different criteria for the project categories, and a rating guide is used to assess how a project measures against each criterion.

In October 2009, the Intermodal Transportation Policy Committee updated the STP-UZA Procedures to allow all MPO-member local governments within the OCARTS area to apply for the region's STP-UZA funds. Prior to this policy change, eligible applicants were restricted to local governments located wholly or partially within the combined Oklahoma City and Norman Urbanized Areas. Copies of both the STP-UZA Procedures and the STP-UZA Evaluation Criteria are available on the ACOG website www.acogok.org.

Surface Transportation Program Urbanized Area Safety (STP-UZA Safety) Funds

Up to 10 percent of the total STP-UZA funds may be spent on the construction costs of eligible safety improvements, and may be funded with up to 100 percent federal funds. The STP-UZA Evaluation Criteria described above incorporates the MPO's policy for selecting and funding safety projects. The 10 percent limit for any given year may be exceeded, provided the cumulative total of all STP-UZA funds apportioned to the urbanized area does not exceed the 10 percent maximum.

The standard funding ratio for STP funds is 80 percent federal. The remaining 20 percent is to be provided by the state or local government sponsor. However, federal rules allow up to 10 percent of the total STP funds to be spent at 100 percent of the project cost, with no local match, for eligible safety projects defined in the law.

Surface Transportation Block Grant Program Set-Asides – TA and RTP

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) Program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle projects, recreational trails, and safe routes to school projects. Also eligible are community projects such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

Similar to the previous TAP program, the FAST Act requires all transportation alternative projects to be funded through a competitive process, and metropolitan areas over 200,000 population receive a suballocation of the set-aside funds based on their urbanized area population. The Act newly requires States and MPOs to report annually to the US Department of Transportation on project applications and projects that are awarded. The USDOT will make these reports available to the public.

This TIP includes a transportation alternatives line item for each year to reflect the total federal funds that will be authorized for successful projects. These projects may be funded with up to 80 percent federal funds and at least a 20 percent local match.

The Recreational Trails Program (RTP) set-aside is administered at the state level by the Oklahoma Tourism and Recreation Department, which maintains an annual application cycle and competitive project selection process.

Fiscal Constraint of the FFY 2017-2020 Urbanized Area Funds

This TIP was prepared based on an estimated amount of funds available to the OCARTS area over the TIP timeframe for the combined Oklahoma City and Norman urbanized areas. To ensure that the region's STP-UZA projects are financially constrained, an estimated apportionment for the Oklahoma City Urbanized Area was developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The estimate is based on the STP-UZA apportionment that was received in FFY 2015 under MAP-21 and was increased each year based upon annual funding increases anticipated under the FAST Act.

Federal law requires cost estimates for TIP projects include an inflation factor to reflect year-of-expenditure dollars. Therefore, the STP-UZA project estimates included in this TIP reflect a 2.5% inflation factor for FFY 2017, 5.0% for FFY 2018, 7.5% for FFY 2019, and 10.0% for FFY 2020.

The *STP Procedures for the Oklahoma City Urbanized Area Funds* call for 90 percent of the estimated funds to be used when preparing a TIP. This is intended to avoid a potential shortage of funds at the end of the fiscal year caused by low TIP estimates, unusually high bids, cost overruns or other unforeseen events. The estimate serves as the planning cap for STP-UZA funded projects for each year of the TIP, including future amendments. As final funding figures are provided and/or additional obligation authority is received, the figures will be updated. Appendix C provides additional information about the estimated federal funds for the Oklahoma City Urbanized Area, upon which this TIP is based.

The first year of this TIP includes 17 projects, including seven safety projects, proposed for funding with STP-UZA funds. This represents a total of \$18,562,700 in federal funds. The FFY 2018, 2019 and 2020 programs propose STP-UZA totals of \$18,963,700, \$19,390,400 and \$19,853,800, respectively, which are within the planning estimate for the OCARTS area.

Each of the Local Government Project lists also reflects a line item for Congestion Mitigation/Air Quality (CMAQ) funds that will be spent within the OCARTS area. Each year, the Oklahoma Department of Transportation provides the MPO with \$700,000 in CMAQ funds to assist with programs to enhance the region's air quality. A portion of the funds is provided to the area's transit operators and the remainder is used by ACOG to administer its air quality public education, regional rideshare and public fleet conversion programs.

FFY 2017 - FFY 2020 Street and Highway Element Projects

The following pages describe the street and highway projects proposed for implementation within the OCARTS area during this TIP time frame.

Projects are presented by federal fiscal year, and include lists of local government-sponsored projects followed by state-sponsored projects within the OCARTS area. The state projects were selected in cooperation with the Oklahoma Department of Transportation (ODOT) and are generally located on the State Highway System (interstates, state highways and U.S. highways). Each project is identified by location, project type, federal funding source, and the source of matching funds.

[Figure 3](#), at the end of this chapter, reflects the general locations of the local government sponsored Street and Highway Element improvements listed in this TIP for FFY 2017-2020.

**Highway Element
Local Government Projects
FFY 2017**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Del City	Reno, 0.3 mi. E of Sunnyslane Rd. (Bridge Rehab over Cherry Creek)	31526(04)	0.030	STP-UZA 80%/20%	590,866	147,717	0	738,583
Edmond	Broadway, Danforth, Covell, Santa Fe (ITS @ 23 Inter.-Connect to TMC)	30193(04)	0.000	STP-UZA 80%/20%	3,374,009	843,502	0	4,217,511
Midwest City	SE 15th St., Oelke to Midwest Blvd (Resurface, Sidewalk)	31476(04)	1.510	STP-UZA 80%/20%	2,087,523	521,881	0	2,609,404
Norman	Main Street @ Brookhaven Creek (Bridge Replacement, Sidewalks)	26836(04) STP-114C(255)AG	0.195	STP-UZA 80%/20%	3,977,738	994,435	0	4,972,173
Norman	Various Locations (Signal Upgrade - MUTCD Compliance)	29008(04)	0.000	STP-UZA 100% Safety	374,125	0	0	374,125
Norman	12th Ave SE, Cedar Lane Rd to SH-9 (Widening 2 to 4, Signal Mod., Bike Ln/Sidewalk)	29289(04)	0.227	STP-UZA 80%/20%	2,539,455	634,864	0	3,174,319
Norman	Various Locations, Phase 2 (Signal Upgrade - Video Detection)	30480(04)	0.000	STP-UZA 100% Safety	522,750	0	0	522,750
Norman	36th Ave NW and Havenbrook St. (New Signal & Intersec. Modif., Sidewalks)	30501(04)	0.000	STP-UZA 80%/20%	977,850	244,463	0	1,222,313
Norman	Robinson St. and 48th Ave NW (New Signal & Interconnect, Pedestrian Crossing)	30658(04)	0.000	STP-UZA 100% Safety	299,874	0	0	299,874
Norman	Main St, 24th Ave W to University Blvd. (Signal Interconnect)	31508(04)	0.000	STP-UZA 100% Safety	284,130	0	0	284,130
Norman	City wide, Phase 5 (Pavement Markings)	32452(04)	0.000	STP-UZA 100% Safety	205,000	0	0	205,000
Oklahoma County	Hiwassee Rd, 0.1 mile north of N. 63rd St. (Bridge Reconstruction)	28621(04)	33'	STP-UZA 80%/20%	457,668	114,417	0	572,085

**Highway Element
Local Government Projects
FFY 2017 (Cont.)**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Oklahoma County	Luther Road., 0.1 mile south of Memorial Rd (Bridge Reconstruction)	29335(04)	35'	STP-UZA 80%/20%	579,878	144,970	0	724,848
Oklahoma City	Memorial Rd, Penn to Portland * (Resurface)	30230(04)	2.040	STP-UZA 74%/26%	1,334,135	362,994	0	1,814,968
Oklahoma City	NW 23 St., Ross Ave. to Miller Blvd. (Pedestrian Hybrid Beacon)	32480(04)	0.000	STP-UZA 100% Safety	96,892	0	0	96,892
Tuttle	N. Cimarron Rd., Main St. to Grimes St. (School Zone Improvements)	32403(04)	N/A	STP-UZA 100% Safety	41,135	0	0	41,135
The Village	Britton Rd., Penn to May, Phase 2 (Resurface, Sidewalks)	31597(04)	1.000	STP-UZA 80%/20%	819,672	204,918	0	1,024,590
STP-UZA TOTALS					18,562,700	4,214,158	0	22,894,698
OCARTS Line Item	Transportation Alternatives Program (TAP) FFY 2013 & FFY 2014 MPO Apportionments			TAP 80%/20%	2,849,118	712,280	0	3,561,398
OCARTS Line Item	Transportation Alternatives FFY 2015, 2016 & 2017 MPO Apportionments			TAP 80%/20%	5,000,000	1,250,000	0	6,250,000
TAP TOTALS					7,849,118	1,962,280	0	9,811,398
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	510,000	0	TBD	510,000
CMAQ TOTALS					510,000	0	TBD	510,000
GRAND TOTALS					26,921,818	6,176,438	TBD	33,216,096

* STP-UZA funds are capped at the estimate. Project sponsor will overmatch.

Note: A portion of CMAQ funds will be used for planning and reflected in the UPWP. At least 20% match will be provided by grant recipients.

**Highway Element
Oklahoma Department of Transportation Projects
FFY 2017**

County	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Canadian County	SH-4 Beg. at SH-66 in Yukon and extending N 3.0 mi. to Wilshire Blvd. (Utilities for 04757(04) & 04757(05))	04757(07) STP-009C(271)UT	3.000	STP	520,000	130,000	0	650,000
Canadian County	SH-4 Fr. 3.0 mi. N of SH-66 in Yukon @ Wilshire & Ext. N to SH-3 (NW Hwy) (Utilities for 04758(04))	04758(06) STP-009C(273)UT	3.650	STP	520,000	130,000	0	650,000
Canadian County	SH-152: Add shoulders & Resurface from US-81 East 9.0 mi. to Cemetery Rd. in Mustang (Right-of-Way for 27901(04))	27901(05) J2-7901(005)RW	9.000	TBD	0	1,690,000	0	1,690,000
Canadian County	SH-152: Add shoulders & Resurface from US-81 East 9.0 mi. to Cemetery Rd. in Mustang (Utilities for 27901(04))	27901(06) J2-7901(006)UT	9.000	STP	2,400,000	600,000	0	3,000,000
Cleveland County	I-35 under Indian Hills Rd., 7.39 mi. N of McClain County Line (Right-of-way for 29106(05))	29106(06) J2-9106(006)RW	0.020	TBD	0	109,000	0	109,000
Cleveland County	I-35 under Indian Hills Rd., 7.39 mi. N of McClain County Line (Utilities for 29106(05))	29106(07) J2-9106(007)UT	0.020	NHPPI	49,050	5,450	0	54,500
Cleveland County	SW 34th St. over I-35 from Approx. 700 Ft. West of Telephone Rd East 0.70 miles (Grade, Drain, Bridge & Surface)	32155(04) J3-2155(004)	0.200	TBD	0	0	4,000,000	4,000,000
Grady County	SH-37: Begin 0.8 miles East of US-81, extending East 3.8 miles to Braum's Rd. West of Tuttle (Grade, Drain, Bridge & Surface)	20301(04) STP-126C(063)SS	3.800	STP	5,467,021	1,366,755	0	6,833,776
Grady County	SH-39: From E side of East Winter Creek, ext. E 1.79 mi. to SH-76 (ROW for 20302(07)) (Right-of-Way)	20302(08) J2-0302(008) RW	1.790	TBD	0	1,234,950	0	1,234,950
Grady County	SH-39: From E side of East Winter Creek, ext. E 1.79 mi. to SH-76 (UT for 20302(07)) (Utilities)	20302(09) J2-0302(009)UT	1.790	STP	400,001	100,000	0	500,001
Logan County	SH-33: Over Gar Creek, 2.8 mi. E of SH-74 (Right-of-Way for 29841(04)) (Right-of-Way)	29841(05) J2-9841(005)RW	0.100	TBD	0	5,000	0	5,000
Logan County	SH-33: Over Gar Creek, 2.8 mi. E of SH-74 (Utilities for 29841(04)) (Utilities)	29841(06) J2-9841(006)UT	0.100	STP	48,000	120,000	0	168,000

**Highway Element
Oklahoma Department of Transportation Projects
FFY 2017 (Cont.)**

County	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
McClain County	SH-39: From Grady County Line, East 1.0 miles to SH-76 (RW for 23146(04)) (Right-of-Way)	23146(05) STPY-144B(103)RW	1.000	STPY	174,260	43,565	0	217,825
McClain County	SH-39: From Grady County Line, East 1.0 miles to SH-76 (Utilities for 23146(04)) (Utilities)	23146(06) STPY-144B(104)UT	1.000	STPY	130,695	32,674	0	163,369
McClain County	I-35: Reconstruct Southbound Ramp at SH-74 in Goldsby (Grade, Drain & Surface)	23283(04) IMY-0035-2(297)091	0.100	IMY	1,159,860	289,966	0	1,449,826
McClain County	US-77 over Walnut Creek, 11.31 mi. N of Garvin County Line (Bridge Rehabilitation - Redeck)	29565(04) SSP-244N(028)SS	0.020	SSP	0	1,724,692	0	1,724,692
Oklahoma County	I-35: Over the I-240 Jct. (Reconstr. Interchange) (Utilities for 09032(05)(06)(07)(08))	09032(10) NHPPI-0035-3(262)121UT	1.000	NHPPI	4,800,000	1,200,000	0	6,000,000
Oklahoma County	I-35: Over the I-240 Jct, Phase 1,2,3 & 4 RW for 09032(05),(06),(07),(08) - Phase 2 of RW to acquire NW, NE & SE Quadrants	09032(11) SSP-0035-3(273)121RW	1.000	SSP	0	5,750,000	0	5,750,000
Oklahoma County	I-240: Eastbound to Southbound I-35 at Crossroads Interchange (Phase 1A) (Grade, Drain & Surface)	09032(17) NHPPI-0240-1(358)004SS	0.500	NHPPI	10,800,000	2,700,000	0	13,500,000
Oklahoma County	I-40 Crosstown: BNSF Riverside Connection Tracks, from I-35 to new Intchg Track Site (Railroad Rehabilitation)	17428(52) OKC-XTWN(036)SS	4.690	OKC-XTWN	6,800,000	1,700,000	0	8,500,000
Oklahoma County	I-40: From approx. Henney Rd. (MM 165) to west of Indian Meridian Rd. (MM 167) (Add Lanes & Choctaw Rd. Interchange)	20324(04) IMY-0040-5(382)SG	2.000	IMY	32,800,000	8,200,000	0	41,000,000
Oklahoma County	SH-66: Beg. Approx. 14.13 mi. E of I-35 and ext E approx. 2.37 mi. to the Lincoln County Line (Add Shoulders & Resurface)	24357(04) STP-155C(611)SS	2.370	STP	4,160,000	1,040,000	0	5,200,000
Oklahoma County	SH-77H (Sooner Rd.): Over I-240, 4.0 mi. east of I-35 (Bridge Rehabilitation)	27107(04) J2-7107(004)	0.200	NHPPI	1,520,000	380,000	0	1,900,000
Oklahoma County	I-240 Over tributary of Crooked Creek 0.8 mi. E of the I-35 Jct. (Bridge Rehabilitation)	27971(04) NHPPI-2400-(002)SS	0.200	NHPPI	488,000	122,000	0	610,000

**Highway Element
Oklahoma Department of Transportation Projects
FFY 2017 (Cont.)**

County	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Oklahoma County	I-40: Bridge Rehabilitation on Scott Street Over EB & WB I-40, 1.1 miles East of I-35 (Bridge Rehabilitation)	29143(06)	0.100	TBD	800,000	200,000	0	1,000,000
Oklahoma County	I-44: NW 16th Street over I-44, 1.7 miles North of I-40 (Bridge Rehabilitation)	29494(04) J2-9494(004)SS	0.100	TBD	0	2,147,653	0	2,147,653
Oklahoma County	I-44: E-S Ramp over SH-66 & SH-3, 3.4 miles North of I-40 (Bridge Rehabilitation)	29495(04) J2-9495(004)SS	0.200	NHPPI	4,992,000	1,248,000	0	6,240,000
TOTALS					78,028,887	32,269,705	4,000,000	114,298,592

**FFY 2017
Statewide Line Items
(All Figures are Statewide)**

County	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(23)	0.000	TBD	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(23)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(23)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(23)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Recreational Trails	18262(20)	0.000	TBD	1,800,000	0	0	1,800,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(18)	0.000	TBD	1,000,000	0	0	1,000,000

**FFY 2017
Statewide Line Items (Cont.)
(All Figures are Statewide)**

County	Project Description	Job Number	Length (miles)	Federal Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(17)	0.000	TBD	35,000,000	0	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(17)	0.000	TBD	5,000,000	0	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(17)	0.000	TBD	15,000,000	0	0	15,000,000
Statewide Line Item	County Bridge Program	23612(17)	0.000	TBD	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(17)	0.000	TBD	6,000,000	0	0	6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(17)	0.000	TBD	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(17)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	30124(17)	0.000	TBD	3,500,000	0	0	3,500,000
Statewide Line Item	Transportation Alternatives Program (TAP) - Outside of MPO Program	30183(17)	0.000	TBD	10,500,000	0	0	10,500,000

**Highway Element
Local Government Projects
FFY 2018**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Edmond	Danforth and Kelley (Intersec. Modification, MM Path)	24041(06) STP-155A(652)AG	0.000	STP-UZA 80%/20%	3,938,990	984,747	0	4,923,737
Midwest City	City wide, Phase 2 (Pavement Markings)	31475(04)	0.000	STP-UZA 100% Safety	288,750	0	0	288,750
Midwest City	City Wide (14 Locations) (Signal Upgrades / Guardrail)		0.000	STP-UZA 100% Safety	420,000	0	0	420,000
Norman	City wide (Signal Upgr - Emerg. Veh Pre-emp)	28889(04) STPG-214C(003)AG	0.000	STP-UZA 100% Safety	567,000	0	0	567,000
Norman	24th Ave SE, Lindsey St to Alameda St (Widen (2 to 4), Bike Lane/Sidewalk)	29300(04) STP-214B(068)AG	0.847	STP-UZA 80%/20%	4,095,840	1,023,960	0	5,119,800
Norman	City wide (Signal Upgr - Ped Controls)	30484(04)	0.000	STP-UZA 100% Safety	517,545	0	0	517,545
Norman	Robinson St, Brookhaven Creek to I-35 * (Widen (4 to 6), Sidewalks)	31506(04)	0.372	STP-UZA 77%/23%	3,232,344	837,564	0	4,187,820
Oklahoma City	NW 10th, Penn Ave to May Ave (Reconstruct, Sidewalk)	31521(04)	1.000	STP-UZA 80%/20%	1,404,307	351,077	0	1,755,383
Oklahoma City	Meridian Ave between NW 52 and NW 53 (Pedestrian Hybrid Beacon)	31568(04)	0.000	STP-UZA 100% Safety	99,255	0	0	99,255
Warr Acres	MacArthur, NW 34 to NW 47 (Widen to 5 Lanes, Int Mod @ NW 36, Sidewalk)	17827(04) STP-155A(196)AG	1.000	STP-UZA 80%/20%	4,399,670	1,099,917	0	5,499,587
STP-UZA TOTALS					18,963,700	4,297,266	0	23,378,878

* STP-UZA funds are capped at the estimate. Project sponsor will overmatch.

**Highway Element
Local Government Projects
FFY 2018 (Cont.)**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
OCARTS Line Item	Transportation Alternatives FFY 2018 MPO Apportionment			TAP 80%/20%	1,500,000	375,000	0	1,875,000
TAP TOTALS					1,500,000	375,000	0	1,875,000
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	510,000	0	TBD	510,000
CMAQ TOTALS					510,000	0	TBD	510,000
GRAND TOTALS					20,973,700	4,672,266	TBD	25,763,878

Note: A portion of CMAQ funds will be used for planning and reflected in the UPWP. At least 20% match will be provided by grant recipients.

**Highway Element
Oklahoma Department of Transportation Projects
FFY 2018**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Cleveland County	SH-9 over Little River, 12.3 mi. E of US-77 (Bridge & Approaches)	24760(04) SBR-114B(206)SS	0.020	SBR	2,802,174	700,543	0	3,502,717
Cleveland County	I-44: From just S of S. 89th Street, north to 0.5 mi. North of S. 89th Street (Right-of-Way for 30391(04))	30391(05) J3-0391(005)RW	0.750	TBD	0	224,170	0	224,170
Cleveland County	I-44: From just S of S. 89th Street, north to 0.5 mi. N of S. 89th Street (Utilities for 30391(04))	30391(06) J3-0391(006)UT	0.750	NHPPIY	627,680	156,920	0	784,600
McClain County	I-35 under Ladd Rd., 5.9 mi. S of Cleveland CL (Ramp Accel & Decel Improvement) (Grade, Drain, Bridge & Surface)	27220(04) J2-7220(004)	0.100	NHPPIY	6,530,926	1,632,732	0	8,163,658
McClain County	US-77 over S. Canadian River & Railroad in Purcell (Bridge & Approaches)	27946(04) J2-7946(004)	1.080	TBD	0	36,400,000	0	36,400,000
McClain County	I-35 under SH-74, 2.76 mi. south of the Cleveland County Line (Redeck) (Bridge Rehabilitation)	29571(04) J2-9571(004)	0.020	NHPPIY	950,481	237,620	0	1,188,101
Oklahoma County	I-235: Mainline through I-44 Interchange (Segment 8) (Grade, Drain, Bridge & Surface)	09033(27) IM-NHIY-0235-1(096)SS	0.690	IM-NHIY	31,800,000	7,950,000	0	39,750,000
Oklahoma County	SH-74: From approx. 0.5 mi. N of NW 164h St. north 2.5 mi. to NW 206th (Covell Rd.) (Grade, Drain & Surface)	14964(08) STP-155C(569)SS	2.500	STP	23,200,001	5,800,000	0	29,000,001
Oklahoma County	I-40: WB & EB Bridges over Crutcho Crk. & SE 15th St., 2.3 & 2.6 mi. E of Jct. I-35 (Bridge & Approaches)	23310(04) NHPPIY-0040-5(394)SS	0.100	NHPPIY	24,800,000	6,200,000	0	31,000,000
Oklahoma County	SH-66: 4-Lanes from 4.0 mi. E of I-35, east approx. 1.08 mi. (Reconstruct - Add Lanes)	24356(04) STP-155C(610)SS	1.290	STP	2,960,000	740,000	0	3,700,000
Oklahoma County	SH-66: Resurface from 5.57 mi. E of I-35, east approx. 0.58 mi. through Arcadia (Resurface)	24356(07) J2-4356(007)	0.580	STP	800,000	200,000	0	1,000,000
Oklahoma County	I-35: NB & SB over Deep Fork Creek & Service Road, 4.6 mi. N of the I-40 Jct. (Bridge & Approaches)	27897(04) J2-7897(004)	0.200	NHPPIY	16,800,000	4,200,000	0	21,000,000
Oklahoma County	I-235: Northbound Off-Ramp Improvements at N. 23rd Street (Grade, Drain & Surface)	27905(04) J2-7905(004)	0.100	NHPPIY	320,000	80,000	0	400,000

**Highway Element
Oklahoma Department of Transportation Projects
FFY 2018 (Cont.)**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Oklahoma County	I-40: EB and WB bridges over Sooner Rd., 3.1 miles east of I-35 (Bridge & Approaches)	28854(04) J2-8854(004)	0.100	NHPPIY	8,800,001	2,199,999	0	11,000,000
Oklahoma County	I-44: EB, WB & On Ramp Bridges over Deep Fork Creek, 6.7 mi. north of I-40 (Bridge Rehabilitation)	28855(04) J2-8855(004)SS	0.100	NHPPIY	1,840,000	460,000	0	2,300,000
Oklahoma County	I-35: NB & SB Bridges over N. 63rd Street, 5.0 miles North of I-40 (Right-of-Way for 29844(04))	29844(06)	0.100	TBD	0	21,000	0	21,000
Oklahoma County	I-35: NB & SB Bridges over N. 63rd Street, 5.0 miles North of I-40 (Utilities for 29844(04))	29844(07)	0.100	TBD	0	7,680	0	7,680
TOTALS					122,231,263	67,210,664	0	189,441,927

**Statewide Line Items
(All Figures are Statewide)**

Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(24)	0.000	TBD	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(24)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(24)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(24)	0.000	TBD	8,200,000	0	0	8,200,000
Statewide Line Item	Recreational Trails	18262(21)	0.000	TBD	1,800,000	0	0	1,800,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(19)	0.000	TBD	1,000,000	0	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(18)	0.000	TBD	35,000,000	0	0	35,000,000

**FFY 2018
Statewide Line Items (Cont.)
(All Figures are Statewide)**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(18)	0.000	TBD	5,000,000	0	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(18)	0.000	TBD	15,000,000	0	0	15,000,000
Statewide Line Item	County Bridge Program	23612(18)	0.000	TBD	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(18)	0.000	TBD	6,000,000	0		6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(18)	0.000	TBD	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(18)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Transportation Alternatives Program (TAP) - Outside of MPO Program	30183(18)	0.000	TBD	10,500,000	0	0	10,500,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	31024(18)	0.000	TBD	3,500,000	0	0	3,500,000

**Highway Element
Oklahoma Turnpike Authority Projects
FFY 2018**

McClain County	H.E. Bailey Turnpike (Reconstruct with wider lanes, safety features, and toll plaza modernization)		7.500	OTA Bond Funds	0	0	32,000,000	32,000,000
Oklahoma County	Northeast Oklahoma County Loop (New Construction - 4 Lanes between Kilpatrick Turnpike and I-40)		21.000	OTA Bond Funds	0	0	300,000,000	300,000,000
Oklahoma County	Southwest OKC Kilpatrick Extension (New Construction - 4 Lanes between I-40 and SH-152/Airport Road)		7.000	OTA Bond Funds	0	0	190,000,000	190,000,000
TOTALS					109,500,000	0	522,000,000	522,000,000

**Highway Element
Local Government Projects
FFY 2019**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Edmond	Danforth, Fretz to Thomas and Thomas, Danforth to Covell (Widen Danforth to 5, Thomas to 3, MM Paths)	30276(04)	1.280	STP-UZA 80%/20%	4,404,524	1,101,131	0	5,505,656
Logan County	Five Bridges over I-35 (Add/upgrade Guardrails)		0.000	STP-UZA 100% Safety	164,829	0	0	164,829
Norman	24th Ave SE, Alameda to Robinson (Widen (2 to 4), Sidewalk/Bike Lane)	29300(05) STP-214B(069)AG	0.999	STP-UZA 80%/20%	4,193,360	1,048,340	0	5,241,700
Norman	24th Ave NW and Tee Drive/Tee Circle (New Signal & Inters. Modif., Sidewalks)	30606(04)	0.000	STP-UZA 80%/20%	1,148,100	287,025	0	1,435,125
Oklahoma City	City wide, Phase 5 (Signal Upgrades)	22321(08) STPG-155F(724)AG	0.000	STP-UZA 100% Safety	392,883	0	0	392,883
Oklahoma City	City wide, Phase 6 (Signal Upgrades)	22321(09) STPG-155F(725)AG	0.000	STP-UZA 100% Safety	215,317	0	0	215,317
Oklahoma City	SW 104th, Western to May (Resurface & Inters. Modif., Sidewalk)	30786(04)	1.900	STP-UZA 80%/20%	2,839,803	709,951	0	3,549,753
Oklahoma City	Council Rd, Reno Ave to SW 8th (Reconstruct, Sidewalks)	31541(04)	0.490	STP-UZA 80%/20%	2,580,948	645,237	0	3,226,185
Oklahoma City	NE 122 & Broadway Ext Frontage Roads (New Signal)	32478(04)	0.000	STP-UZA 100% Safety	379,824	0	0	379,824
Oklahoma City	NW 192 & Danforth Farms/Dartmoor (New Signal)	32479(04)	0.000	STP-UZA 100% Safety	239,863	0	0	239,863
Oklahoma County	NW 206th, Covell Rd & MacArthur Blvd. * (Intersec Modif & Widen 2-4, Bike Lane/Sidewalk)	26985(04) STP-155C(750)AG	0.860	STP-UZA 80%/20%	2,830,949	707,737	0	3,538,686
STP-UZA TOTALS					19,390,400	4,499,421	0	23,889,821

* STP-UZA funds are capped at the estimate. Project sponsor will overmatch.

**Highway Element
Local Government Projects
FFY 2019 (Cont.)**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
OCARTS Line Item	Transportation Alternatives FFY 2019 MPO Apportionment			TAP 80%/20%	1,500,000	375,000	0	1,875,000
TAP TOTALS					1,500,000	375,000	0	1,875,000
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	510,000	0	TBD	510,000
CMAQ TOTALS					510,000	0	TBD	510,000
GRAND TOTALS					21,400,400	4,874,421	TBD	26,274,821

Note: A portion of CMAQ funds will be used for planning and reflected in the UPWP. At least 20% match will be provided by grant recipients.

**Highway Element
Oklahoma Department of Transportation Projects
FFY 2019**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Canadian County	SH-4: From SH-66 in Yukon N to Wilshire, 5 lane from SH-66 N 0.75 mi. then 2 LNE section (Grade, Drain & Surface)	04757(04)	3.000	TBD	10,000,000	2,500,000		12,500,000
Canadian County	SH-4 over the N. Canadian River & 2 O'flows 1.92, 2.13 & 2.26 mi. N of SH-66 (within 04757(04)) (Bridge & Approaches)	04757(05)	0.340	TBD	5,680,001	1,420,000		7,100,001
Cleveland County	US-77: From SH-39 in Lexington, N 4.05 miles (4 lane undivided) (Grade, Drain & Surface)	20997(04)	4.900	TBD	13,916,684	3,479,171		17,395,855
Cleveland County	SH-9: From east end of Pecan Creek Bridge, E 5.55 mi. to SH-102 (RW for 23288(08)) (Right of Way)	23288(09)	5.550	TBD	0	1,635,000		1,635,000
Cleveland County	SH-9: From east end of Pecan Creek Bridge, E 5.55 mi. to SH-102 (UT for 23288(08)) (Utilities)	23288(10)	5.550	TBD	436,000	109,000		545,000
Cleveland County	SH-39: From 7.0 mi. east of US-77, E 4.43 mi. (Widen, Resurface & Bridge)	24112(07)	4.430	TBD	9,156,000	2,289,000		11,445,000
Cleveland County	SH-37 over Unnamed Creek, 5.3 mi. east of Jct I-44 (RW for 31257(04)) (Right of Way)	31257(05)	0.200	TBD	0	109,000		109,000
Cleveland County	SH-37 over Unnamed Creek, 5.3 mi. east of Jct I-44 (UT for 31257(04)) (Utilities)	31257(06)	0.200	TBD	43,600	10,900		54,500
McClain County	I-35/SH-9 Interchange (Phase III) (WEST=19076(04)) (RW for 19314(04)) (Right of Way)	19314(06)	0.200	TBD	0	11,208,491		11,208,491
McClain County	I-35/SH-9 Interchange (Phase III) (WEST=19076(04)) (UT for 19314(04)) (Utilities)	19314(07)	0.200	TBD	739,760	184,940		924,700
McClain County	SH-76: From SH-130, N 3.0 mi. to SH-37 (Add Capacity) (RW for 29671(04)) (Right of Way)	29671(05)	3.000	TBD	0	2,241,698		2,241,698
McClain County	SH-76: From SH-130, N 3.0 mi. to SH-37 (Add Capacity) (UT for 29671(04)) (Utilities)	29671(06)	3.000	TBD	448,340	112,085		560,425

**Highway Element
Oklahoma Department of Transportation Projects
FFY 2019 (Cont.)**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Oklahoma County	I-35: Over the I-240 Jct. Reconstr Interchange (Phase IB) (Interchange)	09032(05)	1.000	TBD	12,400,000	3,100,000		15,500,000
Oklahoma County	I-235: NB to WB & EB to NB Flyover Bridges I-235/I-44 Interchange (Segment 2B) (Grade, Draining, Bridge & Surface)	09033(11)	0.500	TBD	24,000,000	6,000,000		30,000,000
Oklahoma County	SH-66 from approx 6.5 mi. east of I-35, east approx. 7.63 mi. (Shoulder Improvement & Resurface)	26423(04)	7.630	TBD	8,800,000	2,200,000		11,000,000
Oklahoma County	I-40: EB & WB bridges over I-44 5.3 mi. E of the Canadian C/L ("K" Interchange) including box structure repair (Bridge & Approaches)	28951(04)	0.100	TBD	15,600,000	3,899,999		19,499,999
Oklahoma County	I-35: NB & SB Bridges over Waterloo Road at the Logan C/L (ROW for 29843(04)) (Right of Way)	29843(06)	0.050	TBD	0	1,000,000		1,000,000
Oklahoma County	I-35: NB & SB Bridges over Waterloo Road at the Logan C/L (UT for 29843(04)) (Utilities)	29843(07)	0.050	TBD	800,000	200,000		1,000,000
Oklahoma County	Lincoln Blvd. Dowel Bar Retrofit & Diamond Grinding from I-235 Jct. N to NE 14th St. (Pavement Rehabilitation)	31007(04)	1.020	TBD	2,400,000	600,000		3,000,000
TOTALS					104,420,385	42,299,284	0	146,719,669

**Statewide Line Items
(All Figures are Statewide)**

Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(25)	0.000	TBD	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(25)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(25)	0.000	TBD	12,000,000	0	0	12,000,000

**FFY 2019
Statewide Line Items (Cont.)
(All Figures are Statewide)**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(25)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Recreational Trails	18262(22)	0.000	TBD	1,800,000	0	0	1,800,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(20)	0.000	TBD	1,000,000	0	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(19)	0.000	TBD	35,000,000	0	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(19)	0.000	TBD	5,000,000	0	0	5,000,000
Statewide Line Item	Preliminary Engineering	21016(19)	0.000	TBD	15,000,000	0	0	15,000,000
Statewide Line Item	County Bridge Program	23612(19)	0.000	TBD	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(19)	0.000	TBD	6,000,000	0	0	6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(19)	0.000	TBD	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(19)	0.000	TBD	1,663,000	0	0	1,663,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	30124(19)	0.000	TBD	3,500,000	0	0	3,500,000
Statewide Line Item	Transportation Alternatives Program (TAP) - Outside of MPO Program	30183(19)	0.000	TBD	10,500,000	0	0	10,500,000

**Highway Element
Local Government Projects
FFY 2020**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
Del City	Sunnylane Rd, Reno Ave to NE 4th (Reconstruct - Concrete, Sidewalks)	31525(04)	0.690	STP-UZA 80%/20%	1,930,605	482,651	0	2,413,257
Del City	NE 4th Street, 0.4 mi. east of Sunnylane (Bridge Rehabilitation)	31527(04)	222'	STP-UZA 80%/20%	600,303	150,076	0	750,379
Edmond	Sooner Road, 3000' N of Covell (Bridge Reconstruction, Sidewalks)	21127(04) STP-155D(418)AG	0.250	STP-UZA 80%/20%	1,987,080	496,770	0	2,483,851
Logan County	Multiple Locations (Sign Replacement)		N/A	STP-UZA 100% Safety	88,000	0	0	88,000
Midwest City	SE 29th, Midwest Blvd to Douglas (Widen - 4 to 4 Divided, Trail - North Side)	31548(04)	1.000	STP-UZA* 80%/20%	886,160	221,540	0	1,107,700
Norman	36th Ave NW, Tecumseh to Franklin (Widen - 2 to 4, Sidewalk/Bike Lane)	26918(04) STP-114B(263)AG	1.000	STP-UZA 80%/20%	5,610,000	1,402,500	0	7,012,500
Norman	Alameda, Ridge Lake Blvd to 48th Ave E (Widen - 2 to 4, Sidewalk)	30188(04)	1.628	STP-UZA 80%/20%	3,484,800	871,200	0	4,356,000
Norman	Classen, near Brooks and N of 12th Ave SE (Sidewalks)	30479(04)	N/A	STP-UZA 80%/20%	132,000	33,000	0	165,000
Oklahoma City	Memorial, Portland to MacArthur (Resurface, Sidewalk)	30230(04)	1.950	STP-UZA 80%/20%	1,122,028	280,507	0	1,402,534
Oklahoma City	May Ave over NW Expressway * (Bridge Rehabilitation)	30240(04)	0.200	STP-UZA 62%/38%	521,009	320,472	0	841,481
Oklahoma City	I-240 Frontage Roads, Penn to Western (Resurface, Sidewalks)	31483(04)	0.990	STP-UZA 80%/20%	1,491,046	372,761	0	1,863,807
Oklahoma City	I-240 Frontage Roads, Western to Santa Fe (Resurface, Sidewalks)	31486(04)	0.980	STP-UZA 80%/20%	1,491,046	372,761	0	1,863,807
Oklahoma County	NE 164th, 0.1 mi W of Harrah Road (Bridge Reconstruction)	28539(04) STP-155C(868)AG	33.1'	STP-UZA 80%/20%	509,724	127,431	0	637,154
STP-UZA TOTALS					19,853,800	5,131,670	0	24,985,470

* STP-UZA funds are capped at the estimate. Project sponsor will overmatch.

**Highway Element
Local Government Projects
FFY 2020 (Cont.)**

Project Sponsor	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated Local Share	Other	Total
OCARTS Line Item	Transportation Alternatives FFY 2020 MPO Apportionment			TAP 80%/20%	1,500,000	375,000	0	1,875,000
TAP TOTALS					1,500,000	375,000	0	1,875,000
OCARTS Line Item	ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Regional Rideshare			CMAQ 80%/20% Rideshare 100%	510,000	0	TBD	510,000
CMAQ TOTALS					510,000	0	TBD	510,000
GRAND TOTALS					21,863,800	5,506,670	TBD	27,370,470

Note: A portion of CMAQ funds will be used for planning and reflected in the UPWP. At least 20% match will be provided by grant recipients.

**Highway Element
Oklahoma Department of Transportation Projects
FFY 2020**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Canadian County	SH-4 beg 3.0 mi. N of SH-66 in Yukon at Wilshire & Ext. N to SH-3-NW Hwy. (Grade, Drain & Surface)	04758(04)	3.650	TBD	8,640,000	2,160,000	0	10,800,000
Canadian County	I-40: Interchange at Frisco Road, 4.5 mi. W of the Kilpatrick Turnpike Junction (Interchange)	30715(04)	0.330	TBD	8,320,000	2,080,000	5,600,000	16,000,000
Cleveland County	SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (RW for 20266(14)) (Right of Way)	20266(15)	4.600	TBD	0	2,250,000	0	2,250,000
Cleveland County	SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (UT for 20266(14)) (Utilities)	20266(16)	4.600	TBD	600,000	150,000	0	750,000
Cleveland County	US-77: From 7.4 mi. N of SH-39, N 3.25 mi. to McGuire Road in Noble (4 lane undivided) (Grade, Draining, Bridge & Surface)	20997(10)	3.250	TBD	12,781,418	3,195,354	0	15,976,772
McClain County	SH-39: From Grady C/L, E 1.0 mi. to SH-76 (Funding only for Division 7) (Grade, Drain & Surface)	23146(04)	1.000	TBD	1,920,000	480,000	0	2,400,000
McClain County	SH-24 begin 3.48 mi. N of Jct. SH-59, Extend N 2.62 mi. (RW for 31058(04)) (Right of Way)	31058(05)	2.620	TBD	0	300,000	0	300,000
McClain County	SH-24 begin 3.48 mi. N of Jct. SH-59, Extend N 2.62 mi. (UT for 31058(04)) (Utilities)	31058(06)	2.620	TBD	120,000	30,000	0	150,000
Oklahoma County	I-35: over the I-240 Jct. (Phase II) Reconst. Interchg. SMC 9 (Interchange)	09032(06)	0.500	TBD	19,200,000	4,800,000	0	24,000,000
Oklahoma County	I-44: Westbound to Northbound Ramps at I-44/I-235 Interchange (Segment 3A) (Grade, Draining, Bridge & Surface)	09033(28)	0.350	TBD	19,200,000	4,800,000	0	24,000,000
Oklahoma County	I-40: Douglas Blvd. Bridge Replacement & Interchange Reconstruction 6.5 mi. E of I-35 (Includes removal of Engle Rd. Br.) (Interchange)	28992(04)	0.100	TBD	12,000,000	3,000,000	0	15,000,000
Oklahoma County	I-35: NB & SB Bridges over 63rd Street 5 mi. N of I-40 including reconfiguration of the I-35/I-44 Interchange to accommodate bridges (Bridge & Approaches)	29844(04)	0.100	TBD	20,000,000	5,000,000	0	25,000,000

**Highway Element
Oklahoma Department of Transportation Projects
FFY 2020 (Cont.)**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Oklahoma County	I-40: EB & WB Bridges over Sunnyslane 1.9 mi. E of I-35 (Bridge & Approaches)	29846(04)	0.100	TBD	11,200,000	2,800,000	0	14,000,000
Oklahoma County	Lincoln Blvd. Dowel Bar Retrofit & Diamond Grinding from NE 30th, Extend N to I-44 Jct. (Reconstruct-No Added Lanes)	31007(05)	2.000	TBD	2,000,000	500,000		2,500,000
TOTALS					115,981,418	31,545,354	5,600,000	153,126,772

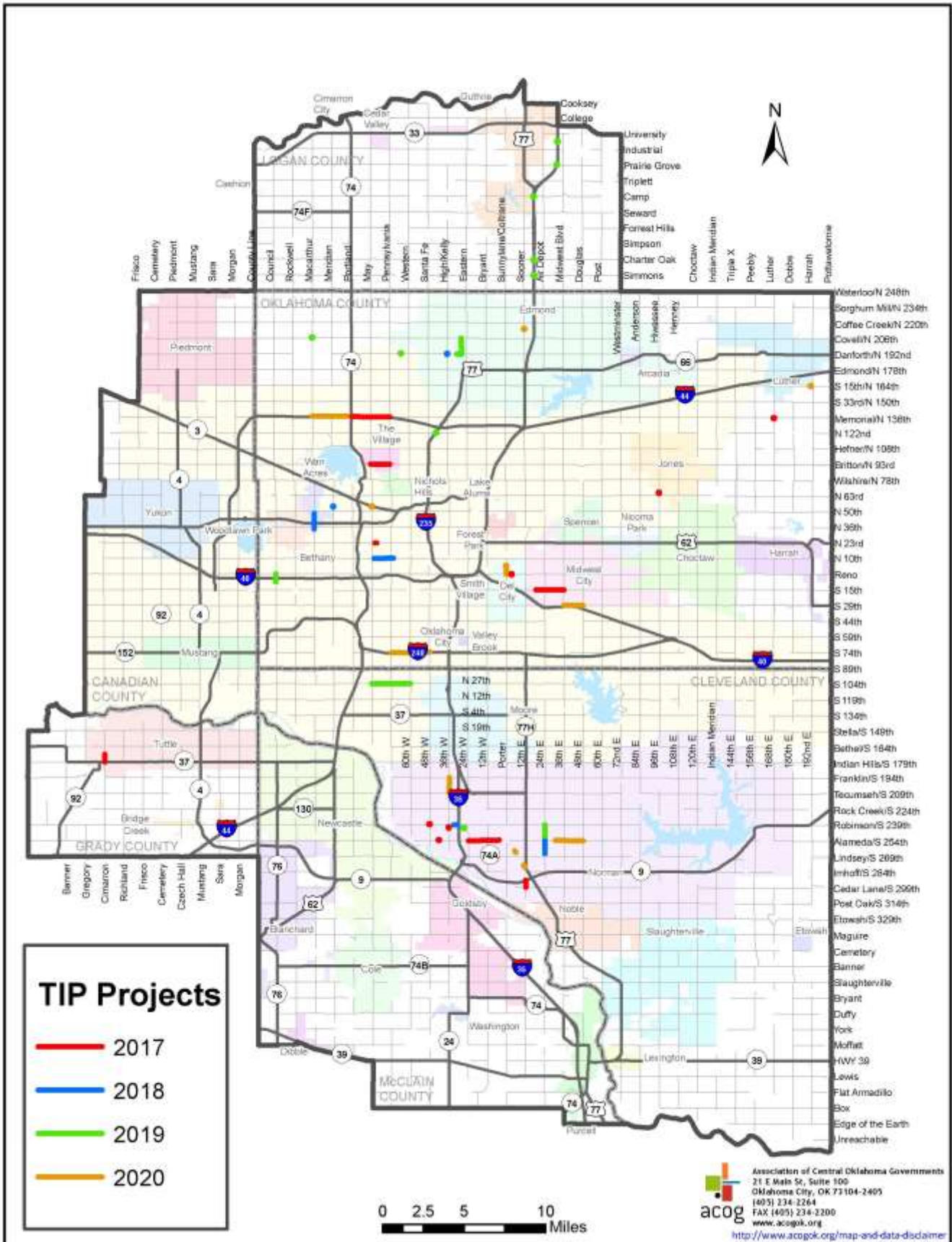
**Statewide Line Items
(All Figures are Statewide)**

Statewide Line Item	Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc.	17049(26)	0.000	TBD	8,000,000	0	0	8,000,000
Statewide Line Item	Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc.	17050(26)	0.000	TBD	2,000,000	0	0	2,000,000
Statewide Line Item	Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc.	17051(26)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc.	17663(26)	0.000	TBD	12,000,000	0	0	12,000,000
Statewide Line Item	Recreational Trails	18262(23)	0.000	TBD	1,800,000	0	0	1,800,000
Statewide Line Item	Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up	19720(21)	0.000	TBD	1,000,000	0	0	1,000,000
Statewide Line Item	3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail)	20780(20)	0.000	TBD	35,000,000	0	0	35,000,000
Statewide Line Item	3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair	20781(20)	0.000	TBD	5,000,000	0	0	5,000,000

**FFY 2020
Statewide Line Items (Cont.)
(All Figures are Statewide)**

County	Project Description	Job Number	Length (miles)	Funding Source	Estimated Federal Share	Estimated State Share	Other	Total
Statewide Line Item	Preliminary Engineering	21016(20)	0.000	TBD	15,000,000	0	0	15,000,000
Statewide Line Item	County Bridge Program	23612(20)	0.000	TBD	20,000,000	0	0	20,000,000
Statewide Line Item	County Road Program	23613(20)	0.000	TBD	6,000,000	0		6,000,000
Statewide Line Item	Small City Road & Bridge Program	23614(20)	0.000	TBD	3,000,000	0	0	3,000,000
Statewide Line Item	Safe Routes to School: Design, Development, Construction & Educational Programs	25625(20)	0.000	TBD	1,663,000	0	0	1,663,000
Statewide Line Item	Statewide Right-of-Way Acquisition and Utility Relocation	30124(20)	0.000	TBD	3,500,000	0	0	3,500,000
Statewide Line Item	Transportation Alternatives Program (TAP) - Outside of MPO Program	30183(20)	0.000	TBD	10,500,000	0	0	10,500,000

Figure 3: FFY 2017-2020 OCARTS Transportation Improvement Projects



TRANSIT ELEMENT

This chapter includes information on the capital, operating and planning costs proposed for public transportation within the OCARTS area during this TIP time frame. As discussed in Chapter 2, these services are operated by the Central Oklahoma Transportation and Parking Authority (COTPA) as EMBARK, the University of Oklahoma as CART, the City of Edmond as Citylink, various non-profit organizations, and two rural public transportation agencies. Citylink is not a direct recipient of federal formula funds but receives federal funds as a subrecipient to COTPA.

Detailed project and cost information is provided in this chapter for each TIP year for the above listed public transportation operators. This document includes a line item for vehicles purchased with FTA Sec. 5310 funds to serve elderly and disabled citizens.

Urbanized Area Program

COTPA and CART provide fixed route, express and paratransit services each weekday, with some routes including Saturday service. COTPA provides subscription service to those entities that budget local funds to support the transit operation serving their citizens. Other demand responsive public transportation services available to the elderly and persons with disabilities are described in Chapter 2. In July 2009, the City of Edmond began administering Citylink which provides fixed route bus service to local residents and students at the University of Central Oklahoma (UCO), paratransit service, and express bus service between Edmond and downtown Oklahoma City.

Many of the capital projects included in the attached lists will be funded with 80 percent Section 5307 funds administered by the Federal Transit Administration (FTA) and matched with 20 percent local funds. COTPA, CART and Citylink operate accessible bus systems in compliance with the Americans with Disabilities Act of 1990, including access for persons in wheelchairs. Expenditures associated with the purchase of accessible vehicles or equipment to comply with the ADA are eligible for funding at an increased federal share of 85 percent.

The Section 5307 Urbanized Area Program funds are apportioned by a statutory formula to Census-designated urbanized areas based on population, population density, and various transportation data. In the OCARTS area, both COTPA and CART are direct recipients of FTA funds for the Oklahoma City and Norman UZAs, respectively.

Below are the primary FTA funding programs:

- Urbanized Area Formula Program (Sec. 5307) – *Includes eligible activities under the former Job Access and Reverse Commute Program*
- Passenger Ferry Grant Discretionary Program (Sec. 5307(h))
- Capital Investment Grants Program (Sec. 5309)
- Enhanced Mobility of Seniors & Individuals with Disabilities (Sec. 5310) – *Includes eligible activities under the former New Freedom Program*
- Rural Area Formula Program (Sec. 5311)
- State of Good Repair (Sec. 5337)
- Bus and Bus Facilities Formula Program (Sec. 5339)

TRANSIT ELEMENT

TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2017

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance (EMBARK)	FTA Sec. 5307	80/20	4,854,012	1,213,503	6,067,515
B. Preventive Maintenance (Citylink)	FTA Sec. 5307	80/20	390,625	97,656	488,281
C. Security Project (1%)	FTA Sec. 5307	80/20	83,141	20,785	103,926
D. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	831,420	207,855	1,039,275
E. Bus Technology	FTA Sec. 5307	80/20	230,000	57,500	287,500
F. Bus Replacement of .08 40' CNG Bus*	FTA Sec. 5307	85/15	37,000	6,529	43,529
G. Replacement of 13 Paratransit Vans*	FTA Sec. 5307	85/15	938,000	165,529	1,103,529
H. Ferryboat Formula Program	FHWA FBP 1121	80/20	21,486	5,372	26,858
I. Bus Replacement of 1.56 of two 40' Buses*	FTA Sec. 5339	85/15	736,024	129,887	865,911
J. Bus Replacement of one Citylink Bus*	FTA Sec. 5339	85/15	66,114	11,667	77,781
K. Bus Replacement of .40 40' CNB Bus*	CMAQ to Sec. 5307	85/15	190,000	33,529	223,529
Subtotal - Capital			\$8,377,822	\$1,949,813	\$10,327,635
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	850,000	212,500	1,062,500
B. Consultant Studies: Corridor Study; FAST Compliance; Other Planning; Surveys; Marketing	FTA Sec. 5307	80/20	100,000	25,000	125,000
Subtotal - Planning/Other Projects			\$950,000	\$237,500	\$1,187,500
Grand Total			\$9,327,822	\$2,187,313	\$11,515,135

* Project will implement the Americans with Disabilities Act Paratransit Plan developed by COTPA.

TRANSIT ELEMENT

**TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2018**

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance (EMBARK)	FTA Sec. 5307	80/20	4,831,548	1,207,887	6,039,435
B. Preventive Maintenance (Citylink)	FTA Sec. 5307	80/20	488,281	122,070	610,351
C. Security Project (1%)	FTA Sec. 5307	80/20	84,640	21,160	105,800
D. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	846,385	211,596	1,057,981
E. Bus Technology - Fareboxes	FTA Sec. 5307	80/20	300,000	75,000	375,000
F. Bus Replacement of 1.04 40' CNG Bus*	FTA Sec. 5307	80/20	963,000	169,941	1,132,941
G. Formula Ferryboat Funds	FHWA FBP 1121	80/20	21,486	5,372	26,858
H. Bus Replacement of 1.56 of two 40' CNG Buses*	FTA Sec. 5339	85/15	736,024	129,887	865,911
I. Bus Replacement of one Citylink Bus*	FTA Sec. 5340	85/15	66,114	11,667	77,781
J. Bus Replacement of .40 40' CNG Bus*	CMAQ to Sec. 5307	85/15	190,000	33,529	223,529
Subtotal - Capital			\$8,527,478	\$1,988,109	\$10,515,587
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	850,000	212,500	1,062,500
B. Consultant Studies: Corridor Study; FAST Compliance; Other Planning; Surveys; Marketing	FTA Sec. 5307	80/20	100,000	25,000	125,000
Subtotal - Planning/Other Projects			\$950,000	\$237,500	\$1,187,500
Grand Total			\$9,477,478	\$2,225,609	\$11,703,087

* Project will implement the Americans with Disabilities Act Paratransit Plan developed by COTPA.

TRANSIT ELEMENT

TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2019

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance (EMBARK)	FTA Sec. 5307	80/20	4,700,069	1,175,017	5,875,086
B. Preventive Maintenance (Citylink)	FTA Sec. 5307	80/20	610,352	152,588	762,940
C. Security Project (1%)	FTA Sec. 5307	80/20	86,162	21,541	107,703
D. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	861,620	215,405	1,077,025
E. South May Operations Center Improvements	FTA Sec. 5307	80/20	445,000	111,250	556,250
F. Bus Fleet Expansion 2.04 40' CNG Buses*	FTA Sec. 5307	85/15	963,000	169,941	1,132,941
G. Ferryboat Formula Program	FHWA FBP 1121	80/20	21,486	5,372	26,858
H. Bus Replacement of 1.56 of two 40' CNG Buses*	FTA Sec. 5339	85/15	736,024	129,887	865,911
I. Bus Replacement of one Citylink Bus*	FTA Sec. 5339	85/15	66,114	11,667	77,781
J. Bus Replacement of .40 40' CNG Bus*	CMAQ to Sec. 5307	85/15	190,000	33,529	223,529
Subtotal - Capital			\$8,679,827	\$2,026,197	\$10,706,024
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	850,000	212,500	1,062,500
B. Consultant Studies: Corridor Study; FAST Compliance; Other Planning; Surveys; Marketing	FTA Sec. 5307	80/20	100,000	25,000	125,000
Subtotal - Planning/Other Projects			\$950,000	\$237,500	\$1,187,500
Grand Total			\$9,629,827	\$2,263,697	\$11,893,524

* Project will implement the Americans with Disabilities Act Paratransit Plan developed by COTPA.

TRANSIT ELEMENT

TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL OKLAHOMA TRANSPORTATION AND PARKING AUTHORITY (COTPA)
FFY 2020

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL					
A. Preventive Maintenance (EMBARK)	FTA Sec. 5307	80/20	4,602,100	1,150,525	5,752,625
B. Preventive Maintenance (Citylink)	FTA Sec. 5307	80/20	610,352	152,588	762,940
C. Security Project (1%)	FTA Sec. 5307	80/20	87,713	21,928	109,641
D. ADA Complimentary Paratransit Service*	FTA Sec. 5307	80/20	877,130	219,283	1,096,413
E. Replacement of 9 Paratransit Vans*	FTA Sec. 5307	85/15	681,000	120,176	801,176
F. Bus Fleet Expansion 2.04 40' CNG Buses*	FTA Sec. 5307	85/15	963,000	169,941	1,132,941
G. Ferryboat Formula Program	FHWA FBP 1121	80/20	21,486	5,372	26,858
H. Bus Fleet Expansion 1.56 of two 40' Buses*	FTA Sec. 5339	85/15	736,024	129,887	865,911
I. Bus Replacement of one Citylink Bus*	FTA Sec. 5339	85/15	66,114	11,667	77,781
J. Bus Expansion of .40 40" CNG Bus*	CMAQ to Sec. 5307	85/15	190,000	33,529	223,529
Subtotal - Capital			\$8,834,919	\$2,014,896	\$10,849,815
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	850,000	212,500	1,062,500
B. Consultant Studies: Corridor Study; FAST Compliance; Other Planning; Surveys; Marketing	FTA Sec. 5307	80/20	100,000	25,000	125,000
Subtotal - Planning/Other Projects			\$950,000	\$237,500	\$1,187,500
Grand Total			\$9,784,919	\$2,252,396	\$12,037,315

* Project will implement the Americans with Disabilities Act Paratransit Plan developed by COTPA.

TRANSIT ELEMENT

TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2017

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	559,021	139,755	698,776
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	125,000	31,250	156,250
C. Operating Assistance	FTA Sec. 5307	50/50	431,409	431,409	862,818
D. Replacement ADA Paratransit Vehicles (1 CNG)*	FTA Sec. 5307	80/20	375,000	93,750	468,750
E. Replacement ADA Fixed Route Vehicles (2 CNG)*	FTA Sec. 5339	85/15	669,640	118,172	787,812
F. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,918	4,230	21,148
Subtotal - Capital & Operating			\$2,176,988	\$818,566	\$2,995,554
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	184,000	46,000	230,000
Subtotal - Planning			\$184,000	\$46,000	\$230,000
Grand Total			\$2,360,988	\$864,566	\$3,225,554

* Projects will comply with the Americans with Disabilities Act (ADA)

Note: All 5307 capital, planning and paratransit projects are 80/20. All operating projects are 50/50. 5339 funds 85/15.

Governor's apportionment of FTA Small Urban 5307 (FY 16) - \$32,231 in addition to Norman's FY 16 5307 apportionment of \$1,659,117.

Governor's apportionment of FTA Small Urban 5339 (FY 14 - \$334,820 and FY 15 \$334,820) to Norman - \$669,640.

TRANSIT ELEMENT

TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2018

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	160,000	40,000	200,000
C. Operating Assistance	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
D. Bus Technology Equipment	FTA Sec. 5307	80/20	3,500	875	4,375
E. Replacement ADA Paratransit Vehicles (3 CNG)*	FTA Sec. 5310	85/15	95,520	23,880	119,400
F. Replacement ADA Fixed Route Vehicles (5 CNG)*	FTA Sec. 5339	80/20	1,940,000	485,000	2,425,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,500	4,125	20,625
Subtotal - Capital & Operating			\$3,465,520	\$1,353,880	\$4,819,400
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$3,685,520	\$1,408,880	\$5,094,400

* Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

Projected Sec. 5307 grand funding assumes current levels - \$1,650,000

Projected Sec. 5339 funding needs for fixed route replacement vehicles to maintain current level of service

Projected Sec. 5310 funding needs for replacement paratransit vehicles

TRANSIT ELEMENT

TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2019

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	160,000	40,000	200,000
C. Operating Assistance	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
E. Bus Technology Equipment	FTA Sec. 5307	80/20	3,500	875	4,375
E. Replacement ADA Paratransit Vehicles (2 CNG)*	FTA Sec. 5310	80/20	64,320	16,080	80,400
F. Replacement ADA Fixed Routes Vehicles (3.2 CNG)*	FTA Sec. 5339	80/20	1,176,000	294,000	1,470,000
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,500	4,125	20,625
Subtotal - Capital & Operating			\$2,670,320	\$1,155,080	\$3,825,400
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$2,890,320	\$1,210,080	\$4,100,400

* Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

Projected Sec. 5307 grand funding assumes current levels - \$1,650,000

Projected Sec. 5339 funding needs for fixed route replacement vehicles to maintain current level of service

Projected Sec. 5310 funding needs for replacement paratransit vehicles

TRANSIT ELEMENT

TRANSPORTATION IMPROVEMENT PROGRAM
CLEVELAND AREA RAPID TRANSIT (CART)
FFY 2020

Project Description	Funding Source	Percent Match	Federal Share	Local Share	Total
I. CAPITAL AND OPERATING					
A. Preventive Maintenance	FTA Sec. 5307	80/20	600,000	150,000	750,000
B. ADA Complimentary Paratransit Service	FTA Sec. 5307	80/20	160,000	40,000	200,000
C. Operating Assistance	FTA Sec. 5307	50/50	650,000	650,000	1,300,000
D. Bus Technology Equipment	FTA Sec. 5307	80/20	3,500	875	4,375
E. Replacement ADA Paratransit Vehicles (3 flex)*	FTA Sec. 5310	80/20	98,400	24,600	123,000
F. Replacement ADA Fixed Route Vehicles	FTA Sec. 5339	80/20	0	0	0
G. Transit Enhancements (1% 5307)	FTA Sec. 5307	80/20	16,500	4,125	20,625
Subtotal - Capital & Operating			\$1,528,400	\$869,600	\$2,398,000
II. PLANNING PROJECTS					
A. Planning Activities of the UPWP	FTA Sec. 5307	80/20	220,000	55,000	275,000
Subtotal - Planning			\$220,000	\$55,000	\$275,000
Grand Total			\$1,748,400	\$924,600	\$2,673,000

* Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning and paratransit projects are 80/20. All operating projects are 50/50.

Projected Sec. 5307 grand funding assumes current levels - \$1,650,000

Projected Sec. 5339 funding needs for fixed route replacement vehicles to maintain current level of service

Projected Sec. 5310 funding needs for replacement paratransit vehicles

Elderly and Persons with Disabilities Program

The FTA Section 5310 Elderly and Persons with Disabilities Program provides capital assistance to organizations that serve the specialized transportation needs of the elderly and persons with disabilities. Federal matching funds pay for 85 percent of the cost of accessible vehicles (80 percent for non-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) – formerly a separate program known as New Freedom. The FAST Act 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. The Aging Services Division of the Oklahoma Department of Human Services (DHS) administers the State’s Section 5310 program for the Oklahoma City Urbanized Area, as well as the small urban and rural areas of the state.

An annual grant application to the Federal Transit Administration is submitted in order to utilize the apportioned funds. The amount of Sec. 5310 funding spent within the OCARTS area varies each year and is dependent upon the level of requests from local non-profit organizations as well as the total funds apportioned to the urban area.

The MPO reviews all applications within the OCARTS area. The following line item is intended to serve as a “placeholder” and when specific requests and funding amounts are received, they will be added to the TIP through the amendment process. Prior to MPO review of the OCARTS area Sec. 5310 applications, DHS ensures their eligibility under FTA requirements and their compliance with the Coordinated Public Transit-Human Services Transportation Plan. Coordination with the region’s public transit operators and cooperation among Sec. 5310 recipients is encouraged to ensure that services are not duplicated and that the maximum number of patrons can be served.

Project Description	Estimated Federal Share	Estimated Local Share	Total
Vehicles purchased with FTA Sec. 5310 funds to serve elderly and disabled citizens	\$750,000	\$132,353	\$882,353

Note: Amounts represent an estimate for each TIP year, 2017 - 2020

Public Transportation Program for Rural Areas

The Transit Programs Division of the Oklahoma Department of Transportation (ODOT) administers the Section 5311, Rural Area Formula Program. The Department is charged with providing an equitable distribution of funds throughout the state for the administration of public transportation services in non-urbanized areas. There are currently 19 agencies providing rural public transportation service within 72 of Oklahoma's 77 counties

Section 5311 funds are provided by the Federal Transit Administration (FTA) for the purchase of capital equipment, administration and operation of the transit systems. The transit operators receive an 80 percent reimbursement for capital and administrative expenses, and a 50 percent reimbursement for their net operating deficit. Capital expenditures associated with compliance with the Americans with Disabilities Act may receive a 90 percent federal share. The local share is provided by organizations within the areas receiving the FTA assistance.

In the OCARTS area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as First Capital Trolley. Delta Public Transit operates partially within the OCARTS area. Approximately 25 percent of its total passenger trips occur within the Purcell area at the south end of the OCARTS transportation planning area.

The following tables provide the anticipated federal and local expenditures to operate these rural transportation systems over the coming four years.

**Transit Element
 Transportation Improvement Program
 Section 5311 Non-Urbanized Area Formula Program
 Logan Historical Society, Inc.
 dba First Capital Trolley
 FFY 2017-2020**

	Percent Match	Federal Match	Local Match ²	Total
FFY 2017¹				
Capital	85/15	0	0	0
Administration	80/20	64,986	16,247	81,233
Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2017		743,436	694,697	1,438,133
FFY 2018¹				
Capital	85/15	0	0	0
Administration	80/20	64,986	16,247	81,233
Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2018		743,436	694,697	1,438,133
FFY 2019¹				
Capital	85/15	0	0	0
Administration	80/20	64,986	16,247	81,233
Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2019		743,436	694,697	1,438,133
FFY 2020¹				
Capital	85/15	0	0	0
Administration	80/20	64,986	16,247	81,233
Operational	50/50	678,450	678,450	1,356,900
SUBTOTAL - FFY 2020		743,436	694,697	1,438,133
TOTAL - FFY 2017 - 2020		2,973,744	2,778,786	5,752,530

Note 1: Category amounts for FY-17 through FY-20 are estimated, based on FY-2016 allocations. All activities will utilize FTA Sec. 5311 funds unless otherwise noted.

Note 2: The local share over matches the federal amount available.

**Transit Element
 Transportation Improvement Program
 Section 5311 Non-Urbanized Area Formula Program
 Delta Community Action Foundation, Inc.
 dba Delta Public Transit
 FFY 2017-2020**

	Percent Match	Federal Match	Local Match ²	Total
FFY 2017¹				
Capital	85/15	0	0	0
Administration	80/20	28,839	7,210	36,049
Operational	50/50	101,212	101,212	202,424
SUBTOTAL - FFY 2017		130,051	108,422	238,473
FFY 2018¹				
Capital	85/15	0	0	0
Administration	80/20	28,839	7,210	36,049
Operational	50/50	101,212	101,212	202,424
SUBTOTAL - FFY 2018		130,051	108,422	238,473
FFY 2019¹				
Capital	85/15	0	0	0
Administration	80/20	28,839	7,210	36,049
Operational	50/50	101,212	101,212	202,424
SUBTOTAL - FFY 2019		130,051	108,422	238,473
FFY 2020¹				
Capital	85/15	0	0	0
Administration	80/20	28,839	7,210	36,049
Operational	50/50	101,212	101,212	202,424
SUBTOTAL - FFY 2020		130,051	108,422	238,473
TOTAL - FFY 2017 - 2020		520,204	433,687	953,891

Note 1: Category amounts for FY-17 through FY-20 are estimated, based on FY-2016 allocations. All activities will utilize FTA Sec. 5311 funds unless otherwise noted.

Note 2: The local share over matches the federal amount available.

AIRPORT ELEMENT

This chapter includes a listing of proposed capital improvements for Will Rogers World Airport, Wiley Post Airport and Clarence E. Page Airport, located in Oklahoma City. Also included are proposed improvements for Max Westheimer Airport, which is operated by the University of Oklahoma in Norman, and regional airports located in the municipalities of Guthrie, Goldsby and Purcell.

The airport improvements included in this chapter were obtained from the Oklahoma City Department of Airports, the University of Oklahoma Architectural and Engineering Services (for Max Westheimer Airport), and the Town of Goldsby. The director for the Guthrie-Edmond Regional Airport and the City of Purcell did not submit any projects for their respective airports for inclusion in this TIP. Each of the following airport improvements is listed by airport, and includes the proposed year of implementation, proposed federal, state, and local funding sources, and estimated costs by funding source.

The Federal Aviation Administration provides federal funding for airport improvements under the Airport Improvement Program (AIP). The federal share of the improvements varies from 10.5 percent to 95 percent, depending on the project eligibility and other funding sources. Other projects included in the attached lists will be accomplished with 100 percent local funds or a combination of state and local funds.

The following list of improvements proposed for the OCARTS area airports represent a total expenditure of just approximately \$206.5 million over the TIP period. Of this total, approximately \$36.7 million will be requested from the Federal Aviation Administration and the remaining \$169.8 million will be provided through local and state funds.

**AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2017-2020**

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
WILL ROGERS WORLD AIRPORT							
17	Repair Asphalt Terminal Ramp	AIP/OCAT 90% - 10%	855,000	95,000	0	0	950,000
17	Terminal Bldg. Expansion Project - Terminal/Concourse Pkg. (Multi-Years: '17 -'18)	AIP/OCAT/PFC 8% / 28% / 64%	6,720,249	25,194,423	0	57,044,700	88,959,372
Subtotal - Will Rogers World Airport 2017			7,575,249	25,289,423	0	57,044,700	89,909,372
18	Terminal Bldg. Expansion Project - Terminal/Concourse Pkg. (Multi-Years: '17 -'18)	AIP/OCAT/PFC 8% / 28% / 64%	6,720,249	25,194,423	0	57,044,700	88,959,372
Subtotal - Will Rogers World Airport 2018			6,720,249	25,194,423	0	57,044,700	88,959,372
19	Reconstruct Center Section, Runway 17L/35R	AIP/OCAT 90% - 10%	7,650,000	850,000	0	0	8,500,000
Subtotal - Will Rogers World Airport 2019			7,650,000	850,000	0	0	8,500,000
20	Construct Shoulders Taxiway H	AIP/OCAT 90% - 10%	6,300,000	700,000	0	0	7,000,000
20	Study Taxiway M (Taxiway A7 to E11)	AIP/OCAT 90% - 10%	225,000	25,000	0	0	250,000
Subtotal - Will Rogers World Airport 2020			6,525,000	725,000	0	0	7,250,000
TOTAL - Will Rogers World Airport 2017-2020			28,470,498	52,058,846	0	114,089,400	194,618,744

AIP - Airport Improvement Program
TSA - Transportation Security Administration
OCAT - Oklahoma City Airport Trust
OAC - Oklahoma Aeronautics Commission
PFC - Passenger Facility Charge

**AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2017-2020**

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
WILEY POST AIRPORT							
17	Master Plan Update and Environmental with PCN Study	AIP/OCAT 90% - 10%	207,000	23,000	0	0	230,000
Subtotal - Wiley Post Airport 2017			207,000	23,000	0	0	230,000
18	Rehabilitate Taxiilane off of Taxiway A-4 betw. Hangars 4 & 5	AIP/OCAT 90% - 10%	0	80,000	0	0	80,000
Subtotal - Wiley Post Airport 2018			0	80,000	0	0	80,000
19	Widen Runway 17R/35L to 100'	AIP/OCAT/OAC TBD	3,861,000	429,000	0	0	4,290,000
Subtotal - Wiley Post Airport 2019			3,861,000	429,000	0	0	4,290,000
20	Install Perimeter Fencing, Gates	AIP/OCAT 0% - 100%	0	2,000,000	0	0	2,000,000
Subtotal - Wiley Post Airport 2020			0	2,000,000	0	0	2,000,000
TOTAL- Wiley Post Airport 2017-2020			4,068,000	2,532,000	0	0	6,600,000
CLARENCE E. PAGE AIRPORT							
17	AWOS III Replacement	AIP/OCAT 90% - 10%	150,000	16,667	0	0	166,667
Subtotal - Clarence E. Page Airport 2017			150,000	16,667	0	0	166,667
18	No Projects Planned	AIP/OCAT/OAC	0	0	0	0	0
Subtotal - Clarence E. Page Airport 2018			0	0	0	0	0
19	Update Airport Master Plan and Environmental with PCN Study	AIP/OCAT 90% - 10%	225,000	25,000	0	0	250,000
Subtotal - Clarence E. Page Airport 2019			225,000	25,000	0	0	250,000
20	Install Perimeter Fencing	AIP/OCAT 34.5% - 65.5%	375,000	710,000	0	0	1,085,000
Subtotal - Clarence E. Page Airport 2020			375,000	710,000	0	0	1,085,000
TOTAL - Clarence E. Page Airport 2017-2020			750,000	751,667	0	0	1,501,667

AIP - Airport Improvement Program
OCAT - Oklahoma City Airport Trust
OAC - Oklahoma Aeronautics Commission
PFC - Passenger Facility Charges

**AIRPORT ELEMENT (Cont.)
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2017-2020**

FFY	Project Description	Funding Source	Federal Share	Local Share	OAC	PFC	Total
MAX WESTHEIMER AIRPORT							
17	Reconstruct Hangar 4 Taxilanes	AIP/OAC/OU 90%-5%-5%	718,448	39,914	39,914	0	798,276
Subtotal			718,448	39,914	39,914	0	798,276
18	Rehab South T-Hangar Taxilanes	AIP/OAC/OU 90%-5%-5%	1,258,029	69,891	69,891	0 \$	1,397,811.00
Subtotal			1,258,029	69,891	69,891	0	1,397,811
19	North Apron Underdrain	AIP/OAC/OU 90%-5%-5%	310,050	17,225	17,225	0	344,500
Subtotal			310,050	17,225	17,225	0	344,500
20	North Apron Crack Repair	AIP/OAC/OU 90%-5%-5%	275,355	15,298	15,298	0	305,951
Subtotal			275,355	15,298	15,298	0	305,951
TOTAL - Max Westheimer Airport			2,561,882	142,328	142,328	0	2,846,538
AIP - Airport Improvement Program OAC - Oklahoma Aeronautics Commission OU - University of Oklahoma							
DAVID J. PERRY (GOLDSBY) AIRPORT							
19	Rehabilitate Apron	AIP/Sponsor 90%-10%	600,000	66,667	0	0	666,667
Subtotal			600,000	66,667	0	0	666,667
TOTAL - David J. Perry Airport			875,355	81,965	15,298	0	972,618
GUTHRIE-EDMOND REGIONAL AIRPORT							
No projects submitted for FFY 2017-2020 TIP							
PURCELL MUNICIPAL AIRPORT							
No projects submitted for FFY 2017-2020 TIP							
GRAND TOTAL - FFY 2017-2020			36,725,735	55,566,806	157,626	114,089,400	206,539,567

ADOPTING RESOLUTION

ADOPTING RESOLUTION

JOINT RESOLUTION BETWEEN THE OCARTS METROPOLITAN PLANNING ORGANIZATION AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION

A RESOLUTION TO ADOPT THE FFY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA:

WHEREAS, the Association of Central Oklahoma Governments (ACOG), as the Metropolitan Planning Organization (MPO) designated by the Governor of the State of Oklahoma for the Oklahoma City 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 within the OCARTS Transportation Management Area is carried out by the MPO through a Memorandum of Understanding with the Oklahoma Department of Transportation, the Central Oklahoma Transportation and Parking Authority and the University of Oklahoma Transit Services/CART, 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 of the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, a Transportation Improvement Program for the OCARTS Transportation Management Area, containing multimodal transportation projects expected to be carried out in the period FFY 2017 through FFY 2020, 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 TIP were provided through public meetings and public notice;

NOW, THEREFORE, BE IT RESOLVED that the Intermodal Transportation Policy Committee of the Association of Central Oklahoma Governments, as the Metropolitan Planning Organization, and the Oklahoma Department of Transportation, hereby adopt the FFY 2017-2020 Transportation Improvement Program for the OCARTS Transportation Management Area.

Date

Metropolitan Planning Organization

Date

Oklahoma Department of Transportation

MPO SELF-CERTIFICATION

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Oklahoma Department of Transportation (ODOT) and the OCARTS (Oklahoma City Area Regional Transportation Study) Metropolitan Planning Organization for the Oklahoma City 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. 2000d-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 FAST Act (Pub. L. 114-94) 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 Americans 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.

Association of Central Oklahoma Govts.

Signature
John G. Johnson

Printed Name
Executive Director

Title

Date

Oklahoma Dept. of Transportation

Signature

Printed Name

Title

Date

**APPENDIX A:
PUBLIC INVOLVEMENT DOCUMENTATION**

Forthcoming

**APPENDIX B:
AUTHORIZATION FOR ODOT TO ACT
AS GOVERNOR'S DESIGNEE**



Mary Fallin
Governor

May 11, 2012

Victor M. Mendez
Administrator
Federal Highway Administration
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

RE: STATE OF OKLAHOMA TRANSPORTATION IMPROVEMENT PROGRAMS

Dear Mr. Mendez:

This correspondence is regarding the Transportation Improvement Programs for the State of Oklahoma as referenced in and required by Title 23, Section 450 of the Code of Federal Regulations.

In accordance with 23 C.F.R. 450.324, paragraph (a), please be advised that I delegate the authority to approve all Transportation Improvement Programs in Oklahoma and designate the Director of the Oklahoma Department of Transportation to execute the required approval on my behalf.

Should you have questions regarding this signature delegation, or if you require additional information feel free to contact my office.

Sincerely,

A handwritten signature in black ink that reads "Mary Fallin".

Mary Fallin
Governor

APPENDIX C: ANTICIPATED SUBALLOCATION OF STP-UZA FUNDS DURING FFY 2017-2020

PLEASE NOTIFY ACOG AT 405-234-2264 (TDD/TTY CALL 7-1-1 STATEWIDE) BY 9 A.M. TUESDAY, JANUARY 19, IF YOU REQUIRE ACCOMMODATIONS PURSUANT TO THE AMERICANS WITH DISABILITIES ACT OR SECTION 504 OF THE REHABILITATION ACT.



association of central oklahoma governments

Chair Elizabeth Waner
Edmond Councilmember

Vice-Chair Pete White
Oklahoma City Councilmember

Secretary/Treasurer Jay Dee Collins
Midwest City Mayor

Executive Director
John G. Johnson

MEMORANDUM

DATE: January 14, 2016
TO: Intermodal Transportation Technical Committee (ITTC)
FROM: Daniel J. O'Connor, Division Director
Transportation & Planning Services (TPS)
SUBJECT: Special Meeting Agenda

The Intermodal Transportation Technical Committee (ITTC) will hold a **Special Meeting** on

THURSDAY, JANUARY 21, 2016, AT 9:00 A.M.

in the ACOG Board Room, 21 E. Main Street, Suite 100, Oklahoma City, Oklahoma.

- AGENDA -

- I. Call To Order and Introductions ([ATTACHMENT I](#))
- II. Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for Preparing the FFY 2017-2020 OCARTS Area Transportation Improvement Program (TIP) ([ATTACHMENT II](#))
Action Requested: None. For information only.
- III. Develop Committee Recommendations for Surface Transportation Program Urbanized Area (STP-UZA) Projects for the Preliminary FFY 2017-2020 OCARTS Area TIP ([ATTACHMENT III](#))
Action Requested: Consider recommending that the ITPC approve STP-UZA projects for inclusion in the Preliminary FFY 2017-2020 OCARTS Area TIP.
- IV. Adjourn

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: 7-1-1 Statewide
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: January 20, 2016

TO: Intermodal Transportation Technical Committee

FROM: Holly Massie, Special Programs Officer II
Transportation & Planning Services

SUBJECT: Estimated Surface Transportation Program Urbanized Area (STP-UZA) Funds for Preparing the FFY 2017-2020 OCARTS Area Transportation Improvement Program (TIP)

INFORMATION:

To ensure that the OCARTS Area Transportation Improvement Program (TIP) will remain financially constrained, an estimated apportionment of STP-UZA funds for the Oklahoma City Urbanized Area has been developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The figures in the table below reflect the annual percent increase in estimated STP-UZA apportionment² over FFY 2015 levels, based on the Fixing America's Surface Transportation (FAST) Act.

As required by the FAST Act, a year-of-expenditure inflation factor is also being applied to the project cost estimates submitted by the project sponsors. Inflation factors of 2.5, 5.0, 7.5, and 10.0 percent are being used for FFY 2017, 2018, 2019, and 2020, respectively.³

ACOG's *STP Procedures for the Oklahoma City Urbanized Area Funds* call for 90 percent of the estimated apportionment to be used in preparing the TIP. This is intended to avoid a shortage of funds at the end of the fiscal year due to changes in cost estimates or unanticipated high bids.

² The estimated apportionment is based on the combined populations of the Oklahoma City Urbanized Area (UZA) and Norman UZA as authorized by Sec. 6016 of the FAST Act.

³ The ODOT Project Management Division is using inflation factors of 3, 6, 9, and 12 percent.

Also, federal rules allow 10 percent of the estimated STP distribution to be used to finance 100 percent of the construction cost of eligible safety projects. Below are the estimated annual STP-UZA (80% federal) and STP-UZA Safety (100% federal) funds to be used to prepare the FFY 2017-2020 TIP.

FFY	% Increase	Estimated Apportionment	90% of Estimated Apportionment*	STP-UZA (80%/20%)	STP-UZA Safety (100%)
2017	2.05%	\$20,625,252	\$18,562,700	\$16,706,430	\$1,856,270
2018	2.16%	\$21,070,757	\$18,963,700	\$17,067,330	\$1,896,370
2019	2.25%	\$21,544,849	\$19,390,400	\$17,451,360	\$1,939,040
2020	2.39%	\$22,059,771	\$19,853,800	\$17,868,420	\$1,985,380

* Figure is rounded

ACTION REQUESTED:

None. For information only.